

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 198



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Rederij Doeksen's TIGER seen during the crossing from Terschelling to Harlingen with Capt. Jan Almoes on the bridge wing - Photo : Helen Hoogendijk (c)

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Above KTK's **ORCA** is seen arriving for the first time in her homeport Willemstad-Curacao

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

'Whistleblower' sues barge company

A former employee of a Chattanooga-based barge company claims he was fired for refusing to perform and remain silent about illegal activities that compromised the safety of the general public, a lawsuit states. Chattanooga attorney Doug S. Hamill on Tuesday called his client, licensed boat pilot Kelly O'Connor, the "classic whistleblower" who lost his job for shining a light on Serodino Inc.'s practices and eventually reporting the company to the U.S. Coast Guard.

Had Serodino taken Mr. O'Connor's complaints seriously, Mr. Hamill said, two fatal collisions between the company's barges and small fishing boats on Tennessee waterways would not have happened. Three men died, two of them locally on June 19 when a set of nine Serodino barges being pushed by a tugboat crashed into their fishing boat on the Tennessee River. A third man died barely a year earlier in June 2009 when barges being pushed by the same tugboat plowed into a fishing boat on Watts Bar Lake in Loudon County.

"The accidents, unfortunately, are proof" of Mr. O'Connor's allegations and that Serodino wasn't following the law, Mr. Hamill said. A person who answered the phone at Serodino on Tuesday said the company does not talk about pending litigation. Serodino has not yet responded to Mr. O'Connor's lawsuit, filed June 30 in U.S. District Court in Chattanooga. As a former employee, Mr. O'Connor is suing Serodino under the federal whistleblower's act. He is asking for back pay and compensation for "humiliation and embarrassment," as well as for punitive damages. He does not list specific dollar amounts in the lawsuit. Mr. O'Connor states that all his complaints, including repeated notices to his bosses that Serodino was violating federal law by forcing crew members to work more than 12 hours during their shifts, fell on the deaf ears of superiors, who made it clear his opinions were unwelcome. "Plaintiff was instructed by Defendant to be quiet about the 12-hour violations and to continue working in excess of 12 hours if he wished to keep his job," the lawsuit states. Mr. O'Connor's other complaints, which began in early 2008, included his belief that Serodino had a habit of insufficiently manning its vessels and that the company failed on "numerous occasions" to maintain a proper lookout for small boats in the vessels' paths. In the June 2009 collision, the captain of the tugboat was cited by the Tennessee Wildlife Resources Agency for failure to keep a proper lookout. Mr. O'Connor further notified his bosses that they were failing to perform regular drug tests on employees despite the well-known practice of crew members drinking and smoking marijuana while aboard working vessels. Serodino also failed to provide mandatory security and safety training drills, all in violation of federal law, the lawsuit states. The complaints led to retaliation, first in the form of constant "nit-picking" of Mr. O'Connor's performance, the lawsuit states. Then came systematic admonitions in writing while other employees, who "ran barges aground while asleep," snapped propellers off on rocks, ran out of fuel and collided with recreational boaters, never were questioned, the lawsuit says. The fatal collisions with two boats in the past 12 months have put Serodino in similar legal trouble. While families of the two men who died June 19 have not yet taken legal action, the widow of the man who died on Watts Bar Lake is making allegations similar to Mr. O'Connor's. In a federal lawsuit, the widow is suing for \$5 million, claiming the tugboat pushing the barges that crashed into her husband's boat was "manned by an incompetent and poorly trained crew."

Source : Chattanooga Times



The **FLINTER AMERICA** seen in Terneuzen – Photo : Richard Wisse ©

Dredged sand berms "are working" says CPRA Chairman

www.thegovmonitor.com reports that a delegation of Coastal Protection and Restoration Authority representatives and coastal scientists visited the sand berm project in the northern Chandeleur Islands area earlier this week.

Coastal Protection and Restoration Authority Chairman (CPRA) Garret Graves said: "We conducted a construction and effectiveness assessment of the sand berm project. The berms are working." The delegation found that the sand berm continues to progress in volume and length.

Over 60,000 cubic yards of dredge material was placed on the E-4 berm in a single day. In addition, nine hopper dredge loads totaling approximately 30,000 cubic yards of sand were deposited into the sand re-handling area for the middle portion of the E-4 berm.

On the west side of the river, three hopper dredges are depositing material into the sand re-handling area for Pelican and Scofield Islands.

In addition, a cutterhead dredge is removing material in Pass a Loutre – helping to restore the river flow to this important area that has experienced heavy oiling. To date, the cleanup crews have removed over 500 pounds of oil and oiled debris from the E-4 berm. **Source : Dredging News Online**

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The new **ORCA** is greeted by 2 KTK tugs upon arrival in Willemstad – Curacao

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

Naval presence cuts pirate attacks in Gulf of Aden

Somali pirates have been attacking over a longer range and with increased capabilities. Nonetheless there has been a relative decline in pirate attacks worldwide for the first two quarters of 2010. A report issued today by the International Chamber of Commerce's International Maritime Bureau (IMB) says that the IMB's Piracy Reporting Center recorded a total of 196 incidents around the world in the period, compared to 240 incidents in the first two quarters of 2009. This includes 31 vessels hijacked, 48 vessels fired upon and 70 vessels boarded.

During this period, one crew member was killed, 597 were taken hostage and 16 were injured. The use of firearms, including rocket propelled grenades, was particularly marked in the waters off Somalia and in the Gulf of Aden. Attacks in this region and in the Red Sea account for more than half of the incidents reported over the past six months.

The coast of Somalia remains particularly dangerous with 100 pirate attacks in 2010, including 27 hijackings. Though the number of attacks has decreased compared to 2009, Somali waters continue to pose the greatest threat to vessels: Last year, pirate activity in the region accounted for more than half of all acts reported during the year.



The Russian destroyer **Marshal Shaposhnikov** seen patrolling the Somalia waters

Attacks off the Somali coast have moved progressively from the Gulf of Aden towards the east coast; a rising number of high sea incidents has also been reported in the Indian Ocean.

According to IMB Director Captain Pottengal Mukundan, attacks originating on the Somali coast are predominantly dependent on mother ships that enable small pirate boats to attack ships on the high seas. The mother ships and skiffs have been the target of navy vessels operating in the area. "The actions of the navies in the Gulf of Aden have been instrumental in decreasing the number of attacks there," said Captain Mukundan. "The Indian Ocean poses a different challenge. Nevertheless, naval initiatives to target and disrupt pirate groups in the Indian Ocean should be applauded and sustained. It is vital that the naval presence continues. The other important factor in the number of attacks being brought down is the actions taken by vessels themselves and the adoption of the Best Management Practices (BMP) put out by industry bodies and the naval coordination groups."

He also noted that since October 2009, many reported attacks have occurred up to 1,000 nautical miles off Mogadishu, the Somali capital. Attempted attacks in the Southern Red Sea constitute a new area of activity for Somali pirates.

"The commencement of the southwest monsoon has impacted upon their area of operations resulting in increased attacks taking place in the southern part of the Red Sea - an area not directly affected by the monsoons," Captain

Mukundan said. "The IMB strongly urges all shipmasters and owners to report all incidents to the IMB Piracy Reporting Center. This is the first step in the response chain and vital in ensuring that adequate resources are allocated by governments to deal with the problem," said Captain Mukundan.

All vessels transiting the area are encouraged to follow the industry Best Management Practice which may be downloaded from the IMB website www.icc-ccs.org under the Piracy Alert section.

Actual attacks in the South China Sea more than doubled in 2010. Incidents in the waters of Malaysia and Indonesia have increased whereas only one attack was reported in the Singapore Straits and one in the Gulf of Thailand. Incidents in Nigerian waters also declined but remain stable on a six-month basis. Many attacks go unreported in this violent piracy hotspot. **Source : MarineLog**

Cruise ships must meet tough new US regulations

The UK P&I Club has drawn attention to the Cruise Vessel Security and Safety Act 2010, due to become US law very shortly, which imposes substantial requirements on cruise ships carrying over 250 passengers on international voyages which embark or disembark passengers in any US port.



HAL's **OOSTERDAM** – Photo : Henk van der Linden ©

The new rules concern design and construction, as well as medical facilities, passenger and crew information, training and measures to report and combat crime. Non-compliance can result in denial of entry into US ports, civil penalties up to \$50,000 per violation and criminal penalties up to \$250,000 and/or one year's imprisonment.

The Act's requirements are set out by Lawrence W. Kaye and Andre M. Picciurro of Kaye, Rose & Partners in the latest issue of US Bodily Injury News, published by Thomas Miller (Americas) on behalf of the UK P&I Club.

The design and construction standards stipulate that all cruise ships must meet certain design and construction standards within 18 months of enactment. Rails must be 42 inches above the cabin deck, 2.5 inches more than the US Coast Guard's existing requirement. Passenger and crew cabin doors must have a 'means of visual identification,' such as peepholes. Ships must be equipped with technology, if available, to detect persons fallen overboard, and with a video surveillance system to document crimes. In certain high risk areas, ships must have acoustic hailing and warning devices. All new-build cruise ships must provide latches and time-sensitive key technology on all passenger and crew cabin doors. **Source : The Motorship**

Libyan aid ship docks at Egyptian port

A Libyan-chartered ship barred by the Israeli navy from sailing to Gaza with aid for Palestinians docked instead at Egypt's El-Arish port on Thursday and began unloading its cargo, the port chief said.

The ship had anchored in the harbour area on Wednesday night before the Libyan group in charge of the mission decided to give the captain permission to dock, port chief Gamal Abdel Maqsoud said.

The voyage of the ship, chartered by a charity led by the son of Libyan leader Muammar Gaddafi, had drawn attention because of concerns it might provoke a confrontation with Israeli forces enforcing a blockade of Gaza.

In May, Israeli forces raided a Gaza-bound aid ship and killed nine activists, causing an international outcry. Israel said it would not allow the ship to land in Gaza, which is controlled by the Islamist group Hamas, but would let it go to Egypt or to an Israeli port where its cargo could be delivered over land, provided it includes no banned items.

The nine activists aboard the ship -- six Libyan, one Nigerian, one Algerian and one Moroccan -- said they had no plan to travel to Gaza with the cargo, but others from their charity would accompany it. "The activists accompanying the ship refuse to enter Gaza through (Egypt's) Rafah border and another group will come to accompany the aid to Gaza through Rafah," Libyan activist Masha Allah Hamed Abdel Rahman said. **Source : Reuters**



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Charlotte Maersk fire put out, but foredeck still hot

A fire touched off by a container explosion on the containership **Charlotte Maersk** has been put out, the Malaysian government said, according to a report in London's Safety at Sea International. "The temperatures are very high, some places round 1,000 Celsius. In the latter case, it was impossible for fire fighters to approach before additional cooling had taken place. This was also one of the reasons why the fire extinguishing took time," the company added.

Nothing has been revealed about the content of the containers. The ship was supposed to be "ferrying" containers, presumably empties, from Port Klang, Malaysia to Oman. There have been reports of "rogue containers" being aboard.

"Three tugs were standing by, doing surface cooling," a source at the Malaysian Marine Department told London-based Fairplay. "There was only smoke, no more fire. "The situation is under control. No one has been hurt," said the source.

Maersk Line said the fire on board the **Charlotte Maersk**, whose size has been alternately given as 7,226 TEU and 8,194-TEU and not at all in the latest reports, started after it left Port Klang. "The initial assessment estimated that

around 150 containers were opened and surgically [ie, one container at a time] extinguished," said a Maersk spokesman in an American Shipper report.

Describing the procedures, the company said: "The extinguishing operation progressed so that first cooling of four to six hours of one or more containers in an specific area takes place. Then a thermal camera was used to assess the temperature, and if it were possible to enter the area surgical container extinguishing takes place." Last Friday, at 9pm local time in Malaysia, the captain on board **Charlotte Maersk** reported a fire on the foredeck of the vessel. The vessel immediately initiated firefighting procedures. The company said the ship's 21-member crew was assisted by a salvage master, a team of eight firefighting experts, four tugs with fire-fighting capabilities, two Malaysian coast guard vessels, a chemist and other experts with special tools and equipment. **Source: schednet**



Sunrise over Rotterdam as seen by pilot **Marijn van Hoorn**

Papua New Guinea seeks to develop offshore LNG

Papua New Guinea's national oil company Petromin signed a development agreement to check the prospects of developing offshore liquefied natural gas (LNG) production, a Norwegian contractor said on Wednesday. Petromin entered into the deal with Norway's Hoegh LNG and South Korean DSME E&R, a subsidiary of Daewoo Shipbuilding and Marine Engineering to investigate the prospects for an offshore LNG production vessel. The vessel would be a floating production, storage and offloading (FPSO) ship with the added capability of freezing natural gas pumped out from under the seabed to liquid form, so that it can be taken away by special LNG tankers. "We have commenced an economic and technical feasibility study in order to provide a competitive option to any gas owners in the Gulf of Papua," Hoegh LNG said in a statement.

It said the technology, which according to the statement is ready for immediate implementation, minimised the need for investments in onshore facilities and infrastructure. If the project goes ahead, the vessel could be operational in mid to late 2014, Hoegh LNG said. It would be capable of producing up to 3 million tonnes of LNG annually. "This is a big project coming out of investments we have made together with Daewoo over the last two years," Geirmund Aasboe, Hoegh's vice president, told Reuters. "We are now looking at other specific projects to implement the technology." **Source : uk.reuters**



The 1991 built URS tug **TERNEUZEN** returned July 15th to Terneuzen after been away for several years, the tug was chartered out during June 2004 to Fairplay and was renamed **FAIRPLAY XVI**, and was based in Rotterdam, she returned to Antwerp on June 9th 2010 was repainted back into the URS colours and after some repairs and drydock period the tug returned again at her base Terneuzen-Gent-Vlissingen homeported Gent.

Photo : Richard Wisse – www.richard-photography.nl (c)

N Korea demands to see evidence on ship

North Korea demanded to inspect evidence implicating it in the sinking of a South Korean warship when it held talks on Thursday with the US-led UN Command on the issue, Pyongyang's media said. The 90-minute meeting at the border truce village of Panmunjom was the first since South Korea and the United States accused the North of torpedoing the corvette, sending regional tensions sharply higher.

The North vehemently denies sinking the ship near the disputed inter-Korean border in March with the loss of 46 lives, and has threatened a military response to any attempts to punish it. A US colonel from the United Nations Command, which has been based in the South since the 1950-53 war, met a North Korean counterpart on Thursday to prepare for possible talks at general-level on the incident.

The North's official Korean Central News Agency (KCNA) said they agreed to meet again at colonel-level around next Tuesday. But the communist state again demanded the right to send a high level team to the South to inspect evidence dredged from the seabed, including what Seoul and other investigators say is part of a North Korean torpedo.

The South has already rejected the demand, saying the UN Command should handle the case as a serious breach of the armistice which ended the war. The North's team on Thursday branded the case as a "conspiratorial farce". It said a UN Security Council statement last Friday - which condemned an attack on the ship without naming the perpetrator - proved its point. South Korea took the issue to the UN after a multinational investigation team said it found overwhelming evidence a submarine from the North torpedoed the ship. The North said it must be allowed to inspect evidence and visit the scene of the sinking, otherwise the standoff would become more acute.

Before the Panmunjom discussions got under way the Pentagon announced it would go ahead with joint naval exercises with South Korea aimed at sending a warning to the North, despite strong protests from China.

But a Seoul defence ministry spokesman said this month's drill would be shifted from the sensitive Yellow Sea, between China and the Korean peninsula, to the Sea of Japan (East Sea). North Korea denounces all drills between the South and its US ally as preparations for war. South Korea and the US say they are purely defensive. **Source :** news.smh.com.au

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The **BOW RIO** seen moored in Rio Grande - **Photo : Marcelo Vieira (c)**

China takes new tack in maritime diplomacy

By Jian Junbo

With its first explicit declaration that the South China Sea is one of its national "core interests", the Chinese government is taking a tougher stand on safeguarding its rights in what it sees as its territorial waters.

Beijing's stance on the South China Sea is a proclamation that China will no longer tolerate activity deemed unfriendly or hostile there, since no country would compromise on any issue concerning its core national interests.

In the Yellow Sea too, China has reacted with unprecedented strength over a planned United States-South Korean joint naval maneuver, which reportedly is likely to start now that the United Nations Security Council has adopted a resolution on the sinking of the South Korean corvette Cheonan in March. A firmer stand seems likely on territorial waters in the East China Sea, where China this month has been carrying out naval exercises aimed at rattling the United States over its sale of weapons to Taiwan.

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Reports that South Korea is to carry out joint naval maneuvers with US in the international waters of the Yellow Sea suggest an attempt to warn North Korea to back off from continuously threatening security in Northeast Asia, as Seoul blames Pyongyang for the sinking of the **Cheonan**.

The statement last week from the 15-member Security Council did not directly name North Korea as the culprit for the sinking, but "deplored" the attack in which 46 sailors died and expressed "deep concern". North Korea has said it is "satisfied" with the report. But the possible involvement of a US aircraft carrier in any Yellow Sea naval exercises irks China. Foreign Ministry spokesman Qin Gang has said in Beijing that China is firmly opposed to any foreign warship coming near the Yellow Sea or other waters close to China's territory to conduct activities that would have consequences for China's national security.

When the People's Liberation Army Navy (PLAN) broke away from past practice of keeping military activities secret, and publicized exercises against an imagined hostile aircraft carrier battle group in the East China Sea, it was seen as an expression of Beijing's disquiet about the impending US-South Korean war games.

China's naval exercise happened, interestingly enough, after a PLAN officer told two visiting senior US officials in Beijing in March that China regarded the South China Sea as its territorial water and core national interest - the first time this has been said. A major reason for China's more proactive interventions in regard to safeguarding its rights and interests in its territorial waters is that with its growing economic muscle, China no longer wants to tolerate any threat in its "near" seas from its neighbors or the United States. The overtly unfriendly posture toward China from two of its strategic partners - the US and South Korea - is unacceptable to Beijing, especially since China compromised on the Iran nuclear issue and the Cheonan incident by voting in line with the US on two Security Council resolutions.

This is not the first time the US has challenged China's territorial waters. US spy planes and ships have constantly come to the edge of these waters in past years, collecting Chinese military information. One example was in 2001, when a Chinese fighter plane sank into the South China Sea after a collision with a US spy plane. The Chinese pilot died and his body was never found.

With recent US arms sales to Taiwan and the consolidation of the US-Japanese alliance after the end of the Cold War, China now deems the US as too antagonistic in the security area, even as bilateral relations in the economic and financial fields have been enhanced. Because of this, Washington is suspected by Beijing and many Chinese people of being an untruthful partner, or even of seeking to contain China's rise. Beijing's claim that the South China Sea (and hence other near seas) is part of its core interests is not only in response to perceptions of a US challenge, but also to the realities of geopolitical conflict in the area. In Beijing's view, the most controversial islands in the South China Sea, especially the Nansha (or Spratly) islands, have been occupied by neighboring countries.

Among them, Vietnam is perceived as the most aggressive, followed by the Philippines, Malaysia and Indonesia. Yet China only controls a small part of the Nansha islands, while the biggest island in the group, Taiping, is managed by Taiwan. Mostly due to Beijing's weakness on the issue, these countries became more ambitious in strengthening their hold of the islands in the South China Sea. Vietnam, for example, has placed a new administrative division on some islands - although they have no permanent residents - and developed some tourist routes, and built military infrastructure to lay greater claim to sovereignty.

Before the 1970s, though, no country questioned China's legitimacy and sovereignty over these islands and the waters of the South China Sea. For the Chinese, the South China Sea and its islands have historically been Chinese territory.

According to Chinese documents, the Chinese discovered the Nansha islands in the Han Dynasty some 2,000 years ago. From the Song Dynasty (960-1276 AD), the islands were under China's jurisdiction, while in the Yuan Dynasty (1279-1368 AD) the Nansha islands were a part of Hainan (today's Hainan province) and managed by the central government. In the following Ming Dynasty (1368-1644 AD), China's ships sailed by the islands of the South China Sea, symbolically implying China's sovereignty over the waters. Then in the Qing Dynasty (1644-1911 AD), important official and royal Chinese political maps issued or drawn in 1724, 1755, 1767, 1810 and 1817 clearly marked the Nansha islands as Chinese territory. In 1947, based on the Cairo Declaration and the Potsdam Proclamation, China's central government appointed Mai Yunyu as official commissioner to take sovereignty over the Nansha islands from Japanese forces. In 1947, the Internal Ministry of the Republic of China finished marking the South China Sea

boundary, and the Nansha islands were undoubtedly included as a part of China's sovereignty. Until about a quarter of a century later, no country, including Vietnam, the Philippines and Malaysia, expressed dissent over this situation, until two events occurred. First, geologists declared in 1967 and 1968 that they had discovered oil and gas in the South China Sea; second, the UN Convention on the Law of the Sea was adopted in 1982.

The discovery of oil and gas stimulated some countries to claim sovereignty over the islands and water in this region, and tried to seek historical proof to support their claims. The UN law gave these countries a general and legal basis to request sovereignty. Since the end of the 1960s, one claim or another over sovereignty of one or all of the islands has been a constant. These led to military conflict with Vietnam and the Philippines in 1974, 1988 and 1995, small-scale skirmishes that China won.

In 1979, Chinese leader Deng Xiaoping proposed dealing with issue through the principle of "shelving disputes and co-developing", meaning that disputes over sovereignty in the South China Sea could be put aside and countries could pay more attention to exploiting oil and gas through international cooperation. This is still the policy of China's leaders today, though it has aroused increasingly vocal criticism from the Chinese public.

Some overseas commentators argue that China's recent tougher attitude indicates Beijing is becoming more and more influenced by nationalistic sentiment at home into giving up its rational policy in dealing with South China Sea matters.

However, such reasoning confuses the concepts of nationalism and patriotism. Nationalism can lead to a country taking over territory, as the Nazis did. On the other hand, if a nation aims to recover its interests or territory taken away by others, this is patriotism, which is a cornerstone a nation needs to survive and prosper. China should not be unjustly labeled as nationalistic, since it never claims other countries' territory. Simply for the sake of keeping "peace" and "stability", for a long time China has adopted an appeasement policy toward the US and neighboring countries.

But now, Beijing perhaps thinks appeasement is coming to an end. A friendly China is considered by some neighbors as a weak state, and hence potential conflicts are accumulating. So Beijing must stop playing the part of a non-contentious person. In the long run, a tougher China with a clear strategic policy toward the South China Sea and other seas will help maintain stability and peace in East and Southeast Asia.

Since the policy of "shelving disputes and co-developing" cannot effectively be put into practice because of a lack of cooperation from some Southeast Asian countries, it should be replaced by a new policy, even though the image of China as a peaceful rising power could be damaged.

However, the international image of China is still mostly defined by Western leaders and their media and not by China itself. In other words, for the Chinese, concerns over image take a back seat to what China should be doing.

Source : AsiaTimes

CASUALTY REPORTING



Eight plucked from burning ship

Eight crew members of a Taiwanese fishing vessel which caught fire, 15 nautical miles from Port Dickson, were saved in the nick of time by a passing cruise ship early on Thursday. The eight on board the **Gian Seng 18** had been

battling the fire for several hours until the **Star Virgo**, which was on its way from Singapore to Port Klang, came to their rescue at around 9am.

It is learnt that the 56m-long and 8.9m-wide fishing vessel was on its way back to Singapore after a fishing trip to Mauritius when it encountered engine problems while passing through the Straits of Malacca at the crack of dawn.



A fire then broke out, forcing the captain to send a distress call to the Taipeh Rescue Centre in Taiwan. The call was relayed to the Maritime Rescue Sub-Centre in Johor Baru.

Stricken vessel: Fire engulfing the Jiang Sheng 18 in the Straits of Malacca Thursday.

The billowing smoke was visible for nautical miles around. The blaze is being contained. All crew members have been rescued.

Malaysian Maritime Enforcement Agency (MMEA) enforcement head in Kuala Linggi Kapt Ibrahim Mohamed said the agency was notified of the fire on board the Gian Seng by a passing merchant ship at around 7.30am.

"We sent out two boats within 30 minutes to help in rescue operations. However, the cruise ship had already picked up the crew members when my men reached the Gian Seng,"

he said, adding that the crewmen comprised two Taiwanese and six Filipinos.

"We have a surveillance boat on standby, and the latest reports indicate the fire is very much under control," Ibrahim said, adding that officers from the Marine Department and the Fire and Rescue Department were also on standby to secure the drifting vessel. A thick column of smoke from the vessel was visible, Ibrahim said the crew members, in their mid-20s to early 50s, were taken by the cruise ship to Port Klang, where it docked at the Star Cruise jetty.

"They were sent for treatment as they had been fighting the fire for some time," he said adding that he had no information on their injuries. He said the MMEA would also tow the stricken vessel to a safer area after the blaze had been put out to ensure it did not pose any danger to passing ships in what is the world's busiest shipping route. Ibrahim said the authorities would interview the crew to determine the cause of the incident.

"What we know for sure is that the ship was not carrying out any illegal activity. It was passing through the international shipping route when the fire broke out," he said. Asked if there was a possibility of the vessel sinking, Ibrahim said there were no signs to suggest it. **Source : The Star**

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Britain hints at 'nukes policy' change

Britain's Defense Secretary Liam Fox has hinted for the first time that the country could rethink policy on Trident nuclear submarines to reduce spending. In the face of tough economic times facing Britain, Fox told a conference at Chatham House in London that the fleet would be reduced from four to three subs while keeping Britain's "continuous at-sea" deterrence.

His comments are regarded as a shift in policy after an opinion poll published Tuesday suggested that almost three-quarters of Britons believe the government should either scrap the country's nuclear weapons program or search for cheaper alternatives.

It has been estimated that Britain's submarine-launched Trident missile system needs at least £20 billion to be replaced. Critics say the sum is unthinkable at a time when the coalition government is going through drastic spending cuts. The Defense Secretary said his office was looking for ways how to maintain nuclear deterrent "while reducing the cost of the successor submarine and ballistic missile systems, including by shifting the balance between financial savings and operational risks".

"We would have to look at what technology was available to us and what risks we were taking as we came to make that decision, probably on that fourth submarine some time in 2014/15," he told the think tank. The current four Vanguard class submarines are likely to start leaving service in the early 2020s, and the government estimates it will take about 17 years to design and build their replacement. **Source : PressTV**

Bahrain Navy Receives First Landing Craft

The Royal Bahrain Naval Force has received the first of two 42m landing craft from Abu Dhabi Ship Building, UAE.

In 2008, the Bahrain Navy awarded a contract to the shipbuilding company for the construction and delivery of two 16m fast landing craft and two 42m naval landing craft, according to business24-7.ae.

Both the 42m landing craft are specifically designed to carry troops and vehicles as well as for cargo transportation and beach landing in the coastal waters.

In late 2009, the Bahrain Navy received the 16m vessels intended for rapid deployment of personnel and supplies at maximum speeds of up to 40kt. **Source : naval-technology**

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http://www.tos.nl/en/companies/ship_delivery

****FEEL THE NEED FOR SPEED****

THE DAMEN INTERCEPTOR 1102



The editor of the shippingnewsclippings (seen at the photo left) was having recently the privilege to join a trip onboard on one of the fastest patrol vessels on the globe, the **DAMEN INTERCEPTOR 1102**



This demonstration unit which is at present on a world tour arrived back in Singapore last week from a tour through China and Hong Kong and was getting prepared for a demonstration for potential clients in the Singapore region, and had



to conduct some trials, as i was boarding the 10.97 mtr long **INTERCEPTOR 1102** from which the hull is constructed of Epoxy E-glass & Carbon Fibre you can feel the power which the boat shows directly.



Onboard are 2 positions for the crew and 4 seats for passengers, alle equipped with **ULLMAN Shock mitigation Seats**



powered by two **VOLVO Penta D6 engines** with an total output of 552 bKW (2 x 370 hp) which are offering a combination of relatively low cost (off the shelf equipment), light weight, good reliability and great fuel economy, the **INTERCEPTOR** is able to make **57 knots** in speed.

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The design of the **DAMEN INTERCEPTOR 1102** is based on years of experience with the 15 mtr Interceptors



delivered by Damen to the Anti Smuggling Task Force of the Hong Kong Police, the speed is the most obvious criterion for an interceptor, A sufficient margin of speed is required for catching a target, speed on flat water however is not of the highest importance.

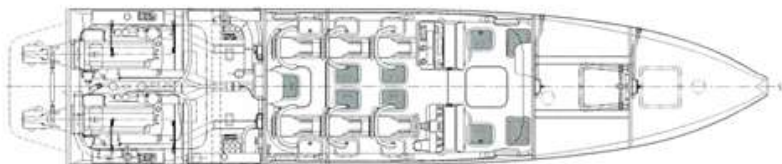
What count is the speed that can be maintained in waves, the **INTERCEPTOR** is a workboat, designed to be used in difficult situations, therefore ergonomics are of utmost importance. The consoles for the helmsman and the navigator of the **Damen Interceptor 1102** have

been designed and optimized to offer no-nonsense and logical work stations to suit special operations and high accelerations.



With increasing speed, wave impact becomes the most important issue for high speed boats. The helmsman of the **DAMEN INTERCEPTOR** can have a large influence on this, as he controls both the steering wheel and the

throttles. His position is in front of the rest of the crew, not only to give him optimal view to read the waves, but also to make sure that he fully realizes the wave impacts, being in the least comfortable position onboard. This protects the rest of the crew – who have to be as fit as possible when coming in action when the target is reached.



For first I would like to thank (flight pilot) **Olaf** (photo) Project manager High speed & Naval craft of Damen and his team for the great demo given, and **Pieter Kalis** of **Damen Singapore** for the hospitality at the Damen yard

Detail photos of the INTERCEPTOR can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](http://www.flickr.com/photos/33438735@N08/show) or at <http://www.flickr.com/photos/33438735@N08/show>

Because with photos you don't see the speed which can be achieved by the **INTERCEPTOR**, to get a feeling what « flying » is with 55+ knots over the water please click on the link below :

<http://www.youtube.com/watch?v=h6KebzmN9dY>

If you are also in the « need of speed », please contact DAMEN at info@damen.nl or visit the website www.damen.nl

Water Taxis Impress During Sea Trials

The Republic of Trinidad and Tobago's four 41 metre Austal-designed and built high speed passenger ferries have achieved outstanding performance on recent sea trials.



Designed to carry 405 passengers at speeds of more than 37 knots, the aluminium vessels are intended to help reduce road congestion in Trinidad and Tobago by establishing a water taxi service between San Fernando and Port of Spain in southwest Trinidad. All four ferries achieved a trial speed above the contract requirement during recent sea trials.

Austal Chief Operating Officer Andrew Bellamy said the achievement was testament to the company's proven design and construction techniques. "Austal continually seeks improvements in hull efficiency to achieve an optimum balance between passenger comfort, speed and efficiency over the required loading conditions and manoeuvrability."

"These vessels demonstrate our commitment to this, and to ensuring our customers are delivered a product that either meets or exceeds their expectations." Austal's design is based on its 41 metre catamaran platform, two of which have been successfully operating in Norway with leading operator OVDS since 2003. Passenger seating onboard each vessel is split over two levels, with the main passenger deck featuring four passenger entry points, a central kiosk and dedicated baggage compartment and bike racks. The vessels are powered by four MTU 16V2000 M72 engines driving Kamewa waterjets and are fitted with Austal Ride Control to ensure passenger comfort.

When fully operational the water taxi service is expected to facilitate the transport over 7500 passengers in a normal working day and will be integrated with other transport systems.

With a combined capacity of 1620 passengers, the four Austal high speed catamarans will reduce travel times between North and South Trinidad by almost one quarter. The vessels are being constructed at Austal's Australian facilities and will be transported to Trinidad and Tobago via heavy lift ships in coming months.

Vessel Specifications

Length Overall - 41.2m

Length Waterline - 38.2m

Beam Moulded - 10.9m

Hull Depth Moulded - 4.3m

Hull Draft - up to 2.0m with ride control fitted

Passengers - 405

Crew - 8

Fuel - 7,500 litres

Engine - 4 x MTU 16V2000 M72

Gearbox - 4 x Reintjes VLJ730 HL/HR

Waterjets - 4 x Kamewa 56A3

Service Speed – approx 37 knots

Classification - Det Norske Veritas, X1A1 HSLC Passenger R2 EO Passenger A



After completion of the life extension overhaul of the **RPA 14**, now it is the turn for the **RPA 15** as seen above, the patrol vessel of the Port of Rotterdam is receiving a life-extension at the **DE HAAS shipyard** in Maassluis

Photo : Jan Steehouwer ©

EPA probes Eastern Shipbuilding

More than a dozen EPA investigators armed with search warrants swooped on **Eastern Shipbuilding Group's Allanton Shipyard** in Panama City, Fla., at 8.30 a.m. Tuesday. According to a local press report, the Environmental Protection Agency is investigating allegations that **Eastern Shipbuilding Group** illegally filled in 120 to 140 acres of wetlands with dredged material at the shipyard.

The Walton Sun quotes a shipyard attorney as saying that the allegations involve six properties in the immediate area of the yard, some of which were filled in up to three or four years ago. "It's our position they aren't wetlands," the attorney is reported as saying. **Source : MarineLog**

ROUTE, PORTS & SERVICES

Seaway Shipping Reopens after Fuel Spill

St. Lawrence Seaway shipping resumed at 4 p.m. EDT Thursday with 17 delayed vessels able to move out to sea or into the Great Lakes after nearly three days' delay near the port of Montreal. The grain-carrying Canada Steamship Lines carrier M/V **Richelieu** (22,734 deadweight tons) had lost power and run into the Cote Ste. Catherine lock wall at

7:30 p.m. EDT Monday. The vessel was grounded, its fuel tanks were pierced, and up to 200 tons of bunker fuel spilled into the immediate area.

Andrew Bogora, spokesman for Canada's St. Lawrence Seaway Management Corporation, said the Cote Ste. Catherine lock was being reopened for traffic at 4 p.m. EDT. Six delayed vessels were ready to move upbound, through the Seaway into the Great Lakes, and 11 were ready to move downbound, out of the Seaway to Quebec City and the Atlantic Ocean.

All 17 vessels should be cleared for their travels by "sometime Friday," Bogora said. Their speed through the lock and south shore canal would be "reduced," he said. The **Richelieu**, which had been tied up at the lock wall, was being removed. Oil in the waters has been "contained into a small area." Cleaning up of the oil-covered banks will continue, but Bogora said he did not know for how long. **Source : joc.com**



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Transnet's latest tug PHOLELA is launched



The new tug **PHOLELA** stands on her blocks on board the floating dock SASDOCK prior to the naming ceremony and launch, which would take place in the waters of the Maydon Channel turning basin.

Photo : Terry Hutson (c)

Transnet National Ports Authority's latest harbour tug, the 70-ton bollard pull PHOLELA was named and entered the water yesterday in front of an appreciative audience of invited VIPs and guests.

Pholela is the fourth in a series of seven tugs under construction for the TNPA at the Bayhead Southern African Shipyards in Durban. With a current value of R600 million, the contract called for seven harbour tugs using Voith Schneider propulsion units that would enter service in the new port of Ngqura, Durban and Richards Bay.

All seven tugs are being named for South African rivers, the latest naming being for a river that rises in the KwaZulu-Natal Drakensberg mountains. Tugs 1, 2 and 3 in the present series have already been delivered to the port of Ngqura

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where they have entered service. Tug number 4, **PHOLELA** will enter service in Durban on 10 September, once final fitting out and sea trials are completed. The tugs MAN engines, Voith propulsion units and generators were imported from Europe but otherwise all seven tugs have been designed and fully built in South Africa at Southern African Shipyards, and follow on from a series of earlier tugs also built in Durban at the same yard. The design work for the current range was carried out by Durban-based naval architect, Naval Africa.

Although designated for harbour work the tugs are sea-going boats. Ricky Bhikraj, Durban's port manager told PORTS & SHIPS that the next two tugs under construction, which have already been allocated names – **LOTHENI** and **LILANI**, will be ready to enter service on 10 October 2010 and 11 April 2011 respectively. A seventh tug, which will most likely go to the port of Richards Bay, has yet to be allocated a name.

Bhikraj said that Durban currently has eight tugs in service and although two of these, the 28-year old **NONOTI** and **UMZUMBE** were earmarked for replacement, the chances were that they would receive comprehensive refits and be retained in service in Durban, giving the port a fleet of ten tugs available for service.

"The Port of Durban needs ten tugs," he said. "We have up to 1,000 ship moves a month to handle and sometimes the current fleet is under severe pressure." Don Mkhwanazi, chairman of Southern African Shipyards said the shipyard, which had 400 personnel working on the tug programme including nearly 30 apprentices, was constantly looking for future work. This included bidding on a contract for tugs for TransNamib in Namibia, tugs, patrol ships and a survey vessel for the South African Navy and various other workboats and patrols boats mainly for African countries.

He referred to a recent repair contract carried out on the Indian offshore tug **SUBHIKSHA** as one of Southern Africa Shipyards' ship repair highlights, which involved rebuilding the ship after a fire off Beira had all but destroyed the machinery and equipment of the vessel. Subhiksha is now back in service off West Africa. He said the success of this and the success of the tug building programme, coming hot on the heels of the successful FIFA Soccer World Cup, was a triumph for African ability against African pessimism.

"At Southern African Shipyards, where we have the largest ship building facility in Africa, we are revitalising the ship building industry in Durban and developing much needed skills and knowledge, while also creating substantial employment opportunities. Ship building is part of South Africa's maritime heritage, which has developed over many years and should not be regarded here as a dying industry. We can compete successfully with the best in the world. We look to the government for further support and encouragement for the shipping industry as a whole, as a means of creating employment and skills for our people."

He thanked Transnet National Ports Authority for its support not only with the tug orders but also in providing shipbuilding facilities within the port. Southern African Shipyards is a 60 percent black owned South African company.

Source : ports.co.za



HAL's latest fleet addition **NIEUW AMSTERDAM** seen moored in Trieste during her maiden voyage

Photo : **Mauricio Eliseo**

Two oil tankers go through North East Passage

The two Murmansk registered oil tankers Varzuga and Indiga are right now on their way through the partly ice-covered Northern Sea Route on their way to Chukotka in Russia's Far East. The Arctic shipping season 2010 is closely followed by the world's shipping interests as global warming makes the sea ice retreat in record speed. By sailing the Northern Sea route, the ship-owners save both time and fuel-costs as the distance from Europe to Asia via the north is much shorter than traditionally routes through the Suez- Panama-, or around Africa to Asia.

The two oil tankers that left Murmansk this week are accompanied by an icebreaker, reports MBNews. The tankers hold the ice-classification 1A Super with double hull according to the web-portal of Murmansk Shipping Company. The tankers are loaded with 27,000 tons of petroleum. They are scheduled to arrive in the port-town of Pevek on Chukotka in Russia's Far East on July 27th. Although Varzuga and Indiga are the first tankers to sail the North East Passage this summer, they are not the only. Russia's biggest shipping company, Sovkomflot, intends to carry out a first major oil shipment from the Varandey terminal on the coast of the Pechora Sea through the North East Passage to Japan later this summer. Sovcomflot will send one of its purpose-built 70.000 dwt ice-classed shuttle tankers on the route. If successful, the tanker will be the first ever oil tanker to sail the entire Northern Sea Route from Northwest Russia to Asia. **Source: barentsobserver**



Another photo of the **NIEUW AMSTERDAM**, above seen moored in Dubrovnik during her maiden voyage
Photo : Kees van Schie (c)

Farstad to acquire PSV Seabed Viking

Farstad Shipping Ltd, a wholly owned UK subsidiary of Farstad Shipping, has entered into an agreement to acquire the PSV **Seabed Viking**. The vessel is a Havyard 832 CD (4,000 dwt) built at Fjellstrand AS and delivered in February 2010. Farstad described the vessel as a modern and environmentally friendly medium sized PSV suitable for

operations both in the North Sea and in international waters. The vessel is currently on charter to AGR Petroleum Services AS, and will continue with this commitment.

Farstad said price for the vessel is approximately Nkr 300 million and it expects to take delivery of the vessel by the end of August. **Source : Offshore Shipping Online**



Fugro opens new facility in Brazil

Fugro in The Netherlands has announced that Fugro Brazil's new office in Brazil was officially opened on 22 June in the presence of CEO Klaas Wester, local dignitaries and clients. The new site is located in the business zone Rio das Ostras ZEN, bordering Macaé.

The new facility has an administrative building, offices and several conference rooms, and a warehouse facility of 3,000m² with a 10 tonne overhead crane and storage space, together with a training room and electrical and hydraulic laboratories for equipment testing and maintenance, including a dedicated room for ROV simulation and training. The facility also has a fabrication and welding area, together with a test tank. **Source : Offshore Shipping Online**

Hellas: Ship owners acquire 34 vessels in June for a total of \$1.13 billion says Golden Destiny

In its latest monthly report on the second hand and demolition markets, compiled in cooperation with Hellenic Shipping News Worldwide, shipbroker Golden Destiny said that Hellenic shipowners invested a total of \$1,137,600 during June, an impressive increase of 187% versus the previous month, for the acquisition of 34 vessels. The report stated that the preference of Greek owners is towards the bulk carrier sector as more than 50% of Greek purchases were reported in the bulk carrier sector, 18 bulk carriers reported sold equaling to a total amount of money invested around \$551,600,000.

"Chinese purchase plans have significantly cooled down with only 6 purchases recorded in June, all in the bulk carrier sector. It seems that the significant summer freight fall along with the rise in the asset prices have postponed the purchase plans of Chinese players. Greeks estimated to hold around 32% of the secondhand market in terms of reported number of transactions while Chinese only 5.6%. In June 2009, Greek presence was standing at much lower

levels with 15 vessels reported sold equaling to a total amount of money invested region \$265,700,000, 66% of the Greek purchases were reported in the bulk carrier sector” Golden Destiny said.

As far as demolition activity goes, a total of 79 vessels (from ship owners around the world) were reportedly sold to scrap yards during June. They beared a total capacity of 1,605,994 tons indicating a negative monthly change of 22.5%, while in June 2009 52 vessels went for scrap of 1,475,699 tons total deadweight. As was the case in May, tankers and liners represented the largest share of the market, in terms of the number of transactions, while in the dry bulk sector, demolition activity is still at low levels. Golden Destiny said that “it remains to be seen how the market will react after the recent fall in the dry freight market depending on the seasonality of summer period, the general influence of the low freights and the inflow of newbuilding deliveries. Bangladesh demolition market remains inactive after High court decision for incoming vessels containing hazardous material with India and Pakistan taking the lead and China to follow. June ended with demo countries paying \$340-\$370/ldt for dry and \$365-\$400/ldt for wet cargo. In June 2009, the scrap rates were standing at much lower levels with Bangladesh and China offering the highest scrap rates, \$220-\$240/ldt for dry and \$270-\$310/ldt for wet cargo” the report noted.

Meanwhile, total S&P activity during June in the dry bulk sector reached a total of 64 vessels, an increase of 73% on a monthly basis. An aggregate of 64 vessels werer reported sold equaling to a total amount of money invested around \$1.8 billion, while the BDI closed at 2,406 points, the lowest level recorded for 2010, down more than 1,600 points since the end of May 2010. The capesize and panamax segment have experienced the biggest falls with vessels earning \$24,239/day and \$22,113/day respectively at the end of the month. “It seems that the seasonality of summer period and the latest news from China have influenced negatively the charter market with the period charter market to be limited in terms of number of fixtures seen for June 2010. The fixture activity in the period market estimated to have dropped around 48% in comparison with the previous month. However, the S&P activity remains firm with asset values being still on the high side. In June 2009, the S&P activity was standing at very positive levels with 99 vessels reported to have changed hands equaling to a total amount of money invested around US\$ 1,186,261,000. At the end of June 2009, the BDI was showing signs of increase despite the summer period, standing at 1,701 points with capesizes outstanding earnings around \$80,499/day and panamaxes \$23,275/day” said Golden Destiny.

As a whole, 106 vessels of all types were traded last month, for almost \$3 billion. Bulk carriers represented approximately 60% of the second hand market, in terms of the number of transactions, while tankers stood at 17% and containers at 13%. In the tanker and container sector, the S&P activity is fluctuating at levels lower than the bulk carrier sector representing a negative monthly movement of almost -73% and -39% respectively. The total amount of money invested in the tanker sector estimated to be around \$623,440,000 with 18 tankers reported to have changed hands while in the container sector 14 vessels equaling to a total amount of money invested around \$623,440,000. In the container sector, the S&P activity seems to have picked up after the recent recovery in the freight market and the significant fall of the laid up fleet representing around 3.6% of the boxship fleet at the beginning of the month. In June 2009, the S&P activity in the tanker and container sector was almost at similar to negative levels with 12 tankers reported sold equaling to a total amount of money invested around \$224,350,000 and 10 containers with a cumulative amount of money invested around \$66,650,000.

More on the report can be found here:

http://www.hellenicshippingnews.com/index.php?option=com_content&task=view&id=110842&Itemid=49

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

Hamburg Sud to Launch North Europe-Israel Loop

Hamburg Sud plans to end its joint service with Zim Integrated Shipping Services from North Europe to Israel in October and launch its own independent service, the Journal of Commerce reports.

The German carrier said it is still working out the details of the new service and will announce them when they are finalized. **Source: joc.com**

OLDIE – FROM THE SHOEBOX



One of the former **NOORDAM's**, as seen on this postcard issued by the HAL in the past, The **Noordam II** was built in 1938 by Smit in Rotterdam. Plying the North Atlantic passenger route, it did not return home once the Netherlands was occupied. Instead, she and her sister ship '**Zaandam**' sailed the New York - Batavia (Netherlands East Indies) route. Once the U.S. entered the war and with shipping capacity at a premium, the '**Noordam**' was requisitioned by the US War Shipping Administration in 1942, and turned into a troop ship, ferrying tens of thousands of soldiers to Europe. Decommissioned, the 10,750 GRT ship made her first post-war voyage from Rotterdam to New York in July 1946, with 148 first-class passengers. After serving as an immigrant ship as well, the ship was sold in 1963 and chartered to French firm Messageries Maritimes. Under the new name '**Oceanien**', she sailed on the Marseille - Sydney, Australia route, before she was scrapped in 1967

Postcard : coll. Robert Smith

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.... PHOTO OF THE DAY



The Belgian pilot cutter "6" seen operating of the Belgian coast – **Photo : Mario Mesuere (c)**