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The players of the Dutch soccer team TELSTAR visited the tug TELSTAR of Iskes Towage from IJmuiden, which tug was named after the soccer club.

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The **NORDANHAV** seen passing Spijkenisse – Photo : Lia Mets ©

Master injured by robbers

A BULKER operated by Lauritzen has become the latest target of robbers off the Malaysian region of Pulau Mangkai.

Allan Nielsen, spokesman for the Danish shipowner ID Shipping, told Fairplay today: "Several individuals boarded the vessel, **Ideal Bulker**, from a tiny craft and made way to the captain's office. Then they were stopped and fled." The master sustained minor injuries and is being treated. He has since been replaced on the 28,460dwt vessel, which has 20 crew and is headed for India.

Details of the incident were also disclosed by the Singapore-based Regional Cooperation Agreement on Combating Piracy & Armed Robbery against Ships in Asia (ReCAAP) Information Sharing Centre.

Christopher Ledger, security expert and operations director of consulting company Idarat Maritime, said piracy incidents are increasing among the archipelagos of the South China Sea **Source : Fairplay 24**



The **CHAMAREL** seen arriving in the port of Cape Town – **Photo : Aad Noorland ©**

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newsclippings may reach you irregularly**

'Resolve piracy raps vs 10 Indonesians, 4 Filipinos'

The City Prosecutor's Office here wants the chief state prosecutor to resolve the two separate piracy charges against 10 Indonesians tagged in the seizure of a Singaporean-owned vessel, and four locals who tried to sell two hijacked Malaysian cargo vessels. Chief City Prosecutor Edilberto Jamora said the Office of the Chief State Prosecutor of the Department of Justice (DoJ) would be the most appropriate agency to resolve the pending cases because those involved come from three countries: Philippines, Indonesia and Malaysia. "The nature of the case requires the resources and intervention of the national government. It requires the intervention of the Department of Foreign Affairs to make the proper representations in those countries to get their interest in the prosecution of the case," Jamora said. Jamora claimed his office lacked the necessary resources to bring to this city witnesses from Malaysia to expedite the resolution of the charges.

By endorsing the case to the DoJ, Jamora hoped that the charges would be resolved the soonest time possible. Mindanao Development Authority (Minda) chairman Jesus Dureza earlier challenged the City Prosecutor's Office here to expedite the prosecution of piracy charges filed against the suspects. Separate cases of piracy were pending before the City Prosecutor's Office here: the first, against the 10 Indonesian nationals tagged as responsible in hijacking a Singaporean-registered tugboat MT **Asta** last February 6; and the second, against the four locals believed to be involved in the illegal transaction selling hijacked Malaysian tug boat Atlantic 3 and barge Atlantic 5. MT **Asta** was

seized by sea pirates in international waters near Indonesia and was brought to Surigao del Norte where it was already renamed **Roxy I**.



The hijacking was discovered when the combined elements of the local police and the Bureau of Immigration (BI) arrested 10 Indonesian nationals after a drinking spree in one of the drinking bars here. An MT **Asta** crew member, who was taken as a hostage by the suspects, managed to slip and seek police and BI assistance when his captors went to sleep after getting drunk in one of the restaurants here. The testimony of the crew member led to recovery of the MT **Asta** and the subsequent filing of formal complaint against the 10 Indonesian suspects. The 10 Indonesian nationals and the four locals are currently detained at the Lanton Reformatory Center. MT **Asta** was towed by the Coast

Guard from Surigao del Norte to Makar Port here. Meanwhile, **Atlantic 3** and **Atlantic 5**, owned by the Axsonic Shipping Company, were recovered when a certain Gerry Odango came to local Coast Guard to inform that a tug boat and a barge sought permission for emergency dry-docking at Kingford Marine Works Shipyard here.

In his report, Commodore Lino Dabi, head of Philippine Coast Guard Southeastern Mindanao District, said Odango further informed the local Coast Guard station, the vessels were newly purchased and that he was tasked by the owner to work out the registration under the Philippine flag. Dabi claimed the Regional Cooperation Agreement Against Armed Robbery and Piracy (Recaap) had issued an alarmed on April 30 regarding the missing Malaysian tug boat and barge. This after the Axsonic Shipping reported that it had lost contact with **Atlantic 3** and **Atlantic 5** in the evening of April 27.

Jay See, attorney-in-fact of Axsonic Shipping, told reporters that the Vietnamese Navy rescued on May 3 the nine crew members of **Atlantic 3** while on board a life raft off Vietnam territorial waters. The crew members, See claimed, recounted how the sea pirates seized the two vessels near Pulau Bintan, Indonesia, while on its way to get a coal shipment from Indonesia. The company owner and one crew member who survived the piracy came to General Santos to present documents as to their ownership of the vessels and to provide information to strengthen the case against the suspects. Based on the investigation conducted by the local Coast Guard station, some parts of the vessels were repainted and the names were changed into **Marlin VIII** and **Marlin IX**. However, during inspection the Coast Guard recovered documents from the garbage bin and found some markings indicating that the ships were **Atlantic 3** and **Atlantic 5**. On May 19, the Coast Guard station here took the two vessels under its custody and prepared the needed documents for the filing of formal complaint against the suspects. The charges were filed on May 21 against the four suspects. Charged were Reynaldo Ondi, ship captain; Ricky Hubajid, assistant ship captain; Marcelo Zapanta, chief engineer and Allan Zapanta, assistant engineer. The Coast Guard also filed a case of bribery against Odango. Local Coast Guard commander Charlie Ranses claimed that Odango offered him P500,000 to help them process the vessels' registration.

"We don't want them (suspects) to turn this city into a laundering area for pirated sea vessels. General Santos has a vital role to play in the BIMP-Eaga (Brunei-Indonesia-Malaysia-Philippines East Asian Growth Area). "These incidents serve as black marks for the city, but one good thing is they were apprehended here," Dureza said. The BIMP-Eaga was created not only to enhance regional trade and diplomatic relations among the four countries but also to strengthen border security. "Maybe, a syndicate exists here or maybe buyers are here. This case must be prosecuted properly to prove to the world we can prevent such incident," Dureza. Piracy is an international crime and there's no bail recommended. The representative of the shipping company admitted they were satisfied with what the prosecutor and other local authorities are doing, but he appealed that the resolution of the pending case be fast-tracked to prevent further losses on the part of the owner. **Source: Global Nation**



The **SMIT SCHELDE** with in the background the maiden call of the **STENA CARRIER** in Rotterdam-Europoort
Photo : Rob de Visser ©

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Running Total

A total of 81 Filipino seafarers are still being held by pirates in the east African state of Somalia and "negotiations for their release continue," according to the Philippine Department of Foreign Affairs. Foreign Affairs Undersecretary for Migrant Workers Affairs Esteban Conejos assured the Philippine Daily Inquirer the foreign office has been addressing the problem.

Foreign Affairs Secretary Alberto Romulo earlier said the DFA was coordinating with "concerned foreign countries" for the safe release of the Filipino hostages. "We continue to work with our friends in the international community, as well as those who are patrolling the waters," Romulo also said. DFA spokesman J. Eduardo Malaya earlier said in a statement the foreign office has been "coordinating with (the MT Motivator's) principals and the naval authorities in the region on measures to ensure the safety and security of the Filipino seafarers." The DFA "continues to provide

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assistance to our seafarers held captive by Somali pirates through domestic and multilateral channels,” said DFA spokesman J. Eduardo Malaya. Malaya said it was “against government policy to negotiate directly with the pirates.” Aside from ensuring the hostages get paid despite their ordeal, DFA personnel “also meet regularly with the seafarers’ families to update them on the condition of the captives,” Malaya told the Philippine Daily Inquirer.

On August 25, Carlos Sorreta, the Philippines’ deputy permanent representative to the United Nations, called anew for “greater global cooperation in the fight against piracy.” Sorreta told a meeting of the 15-member UN Security Council “to fight piracy, we believe that broader cooperation is key.” “Piracy is a grave threat to international security and we join others in citing the importance of addressing its root causes through a comprehensive approach,” he said, noting the Philippine government was “grateful to the many countries involved and committed to this task,” he told council members. The five permanent council members are the US, Russia, France, China, and the United Kingdom. The body also groups the following UN member-countries: Austria, Japan, Mexico, Turkey, Uganda, Bosnia and Herzegovina, Brazil, Gabon, Lebanon, and Nigeria.

At the same time, Sorreta emphasized “beyond ships and cargoes, there is the crew.” According to Sorreta, “the security, protection and welfare of Filipino seafarers have always been the primary concerns of the Philippine government, concerns which I am sure are shared by others with nationals serving on these ships.” To date, nearly 500 Filipino crew members of at least 46 foreign-flagged ships have been seized by Somali pirates, he disclosed. “Many suffer prolonged captivity, some as long as 10 months (including some of the 81 seafarers who are still being held by the pirates). It is a testimony to their courage, clear thinking and fortitude that they survive. It is a tribute to their resilience and that of their families that many are able to return to the sea,” he said.

Sorreta added they were praying for the safe release of the 81 Filipinos and hoping that “our actions today will somehow help lead to their freedom and to preventing others from suffering the same fate.” The latest hostage-taking incident took place sometime in early July when a group of Somali pirates seized the chemical tanker **MT Motivator**, whose crew included 18 Filipinos. The Marshall Islands-flagged vessel was hijacked off the Bab-Al Mandeb Strait, located between the Arabian Peninsula and the Horn of Africa. The 63 other Filipino hostages are crew members of the following vessels: three from the Taiwanese fishing vessel **Tai Yuan**; 19 from MV **Samho Dream**; one from MV **Iceberg**; 19 from MV **Eleni P**; and 21 from MV **Voc Daisy**.

Early this month, the European Union Naval Force foiled an attack by Somali pirates on a Norwegian-flagged ship with 29 Filipino seamen. The chemical tanker **MT Bow Saga** was attacked by seven Somali pirates in the early morning of Aug. 3 while it was sailing on the UN-recommended transit corridor in the Gulf of Aden, said a report to the DFA by the manning agency ODF JELL Philippines, Inc.

“The ship’s captain sent out a distress call and a nearby EUNF vessel, the Spanish frigate **SPS Victoria**, promptly responded. The pirates tried to flee, but the frigate gave chase and after warning shots were fired, the skiff stopped. Weapons were recovered from the pirates,” the report said.

It added, “none of the **Bow Saga** crew was injured. The ship only suffered superficial damages and was able to continue its journey (to an undisclosed port of all) after the attack.” Filipinos comprise about 30 percent of the world’s 1.2 million-plus seafarers. During the first **nine months of 2009** alone, Filipino sailors reportedly remitted around **\$2.5 billion** to their families in the Philippines. The UN International Maritime Organization has dedicated 2010 to seamen worldwide for their “exceptional role and contribution” to the maritime industry. **Source : ShipTalk**

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Stemat's **OSLO** seen in Boven – Hardinxveld - Photo : Cees de Bijl ©

McAllister Towing Joins Marine Response Alliance



The directors of Marine Response Alliance LLC (MRA or Alliance) announced the welcoming of McAllister Towing and Transportation Co., Inc., (McAllister) to the MRA as a full and equal member. McAllister is now united with the other MRA member companies--Crowley Marine Services, Inc. (Crowley), Marine Pollution Control Corporation (MPC), Titan Maritime LLC (Titan) and Marine Hazard Response (MHR) (a joint venture of Wild Well Control, Inc. and Williams Fire and Hazard Control, Inc.)--to provide OPA-90 Salvage and Marine Firefighting services to

the maritime community.

McAllister is one of the oldest and largest marine towing and transportation companies in the United States, operating a fleet of more than 70 tugboats and 12 barges along the entire East Coast from Portland, Maine, to San Juan, Puerto Rico. The corporate headquarters is located in New York City with additional staffed offices in Portland; Fall River, Mass.; Providence, R.I.; Staten Island, N.Y.; Philadelphia; Baltimore; Norfolk, Va.; Wilmington, N.C.; Georgetown, S.C.; Charleston, S.C.; Jacksonville, Fla.; Port Everglades, Fla.; and San Juan. In each port, McAllister is engaged in ship docking, general harbor towing, coastal towing, rescue towing and bulk transportation servicing more than 600 major steamship companies.

The expanded MRA will provide unparalleled access to comprehensive emergency response services. The MRA provides OPA '90 compliant capabilities for rescue towing, lightering, salvage and firefighting services in all U.S. Captain of the Port zones. Regulatory changes in OPA-90 Salvage and Marine Firefighting Regulations prompted MRA

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to expand and strengthen its capabilities. With the addition of McAllister, the Alliance has enhanced its existing emergency towing capability and solidified its position as the premier provider of marine emergency response services.

"We offer the most complete salvage and marine firefighting package of services available," said Dan Schwall, one of the directors of the Alliance. "The addition of McAllister to Crowley's already extensive rescue towing, tug and barge services results in an unprecedented tug capability in the U.S. with tugs now available for emergency response on all three U.S. coasts. McAllister's fleet will also provide additional response platforms for the other member companies, MPC for lightering, Titan for salvage and MHR for marine firefighting response services."

Buckley McAllister, a new director of the Alliance from McAllister, said, "We are pleased to have the opportunity to team up with Crowley, Titan, MPC and MHR as a full member of the MRA. We are excited to be part of consortium that provides the worldwide shipping community with a one-stop call for emergency towing, lightering, salvage and marine firefighting services. We believe that the MRA team members have more than proven themselves via their extensive and impressive resume of successful jobs and we look forward to being part of MRA's future."

"This expansion demonstrates the continuing commitment of the Alliance in investing in the infrastructure necessary to meet the needs of our clients," said Margaret Kaigh Doyle, MRA general manager. "The U.S. Coast Guard salvage and marine firefighting regulations that take effect next year are all about having the resources, assets and ability to properly respond in all of the required geographic areas. The Alliance has gone above and beyond to ensure that our clients' vessels are fully compliant and, more importantly, covered by the most capable resources available. We're changing so our clients don't have to."

"The combined resources of the Alliance provide clients with more than 11,000 full-time employees and a fleet of over 370 vessels owned and operated by the five MRA member companies. This capability is unprecedented anywhere in the world," said Ms. Doyle. Since 1994, MRA has provided access to marine emergency response services through a "one-call" approach for both drills and actual response efforts. The Alliance relies on the member companies' equipment and personnel to initiate emergency response within hours--or often minutes--of notice. The alliance of Crowley, MPC, TITAN, MHR and now McAllister ensures MRA customers have access to high horsepower tugs, lightering barges, portable pumping equipment, marine fenders, salvage gear and expertise, firefighting equipment and trained firefighters to meet federal and state requirements.



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NAVY NEWS

Royal Navy Mine Countermeasures Flotilla Sails for Exercise in the Gulf

Four Royal Navy mine countermeasures vessels (MCMVs) departed Bahrain recently for a ten-day exercise with their counterparts from the US Navy in the Gulf. The exercise is designed to enable the two navies to further develop mine hunting techniques in the warm, shallow waters of the Middle East, which form a busy and important maritime environment.

For the Royal Navy, it is also an opportunity for the Commander UK Mine Countermeasures Force to direct a bilateral, multi-ship mine countermeasures task force at sea.

The British contingent consisted of two Hunt Class MCMVs, **HMS Middleton** and **HMS Chiddingfold**, and two Sandown Class vessels, **HMS Grimsby** and **HMS Pembroke**. The Royal Fleet Auxiliary landing ship RFA **Lyme Bay** has also joined the exercise as the afloat headquarters.



The UK ships were joined by four ships from the US Navy's Avenger Class - **USS Ardent**, **USS Dextrous**, **USS Gladiator** and **USS Scout**. Commander David Bence, Commander UK Mine Countermeasures Force, said:

"Sea mines and unexploded ordnance have the potential to cause great disruption to international shipping lanes, restricting freedom of the seas and damaging world economies. "The Royal Navy is at the forefront of mine countermeasure capabilities in experience, expertise and in technology. It is important that we maintain these capabilities across a range of different environments, from the cold Atlantic to the warmer coastal waterways of

the Middle East. "This exercise was an opportunity to demonstrate our ability to deploy an expeditionary mine countermeasures task force and battle staff in conjunction with international partners." The four British MCMVs are forward deployed to Bahrain for several years at a time. They are maintained locally and crew members are rotated with counterparts in the United Kingdom on a regular basis.

They are among several Royal Navy warships and auxiliaries operating in the Middle East region, undertaking maritime security operations such as counter-piracy and counter-terrorism alongside partner nations from NATO, the European Union Naval Force and the 24-nation Combined Maritime Force. **Source : DefenseTalk**



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In bid to save crew, commander of submarine is killed

A Lieutenant Commander with the Indian Navy drowned in an accident involving submarine **INS Shankush**, about 60 nautical miles off the coast of Mumbai on Monday. **Lt Cdr Firdaus D Mogal**, Executive Officer on board the HDW-built Shishumar Class submarine, was leading a team of five officers and sailors attempting to rescue a member of the maintenance crew who had fallen overboard, when he too was swept off the casing around 8.30 am.

INS Shankush was on deployment preparing for an exercise when the submarine developed a snag, causing crew members to come out and attempt repairs, said a statement issued by the Navy. "The sea outside was very, very choppy," said a Navy spokesperson. A wave swept across the submarine and the maintenance crew was thrown into

the water. Lt Commander Mogal, commissioned in 1998, led a team that tried to recover all the sailors who had fallen overboard. But Mogal, who was also swept overboard during the rescue operation, suffered concussions. **Source : Indianexpress**

Second submarine line for Mazagon Dock

With public sector shipyard Mazagon Dock Ltd (MDL), Mumbai, years behind schedule in building six conventional Scorpene submarines for the Indian Navy, the Ministry of Defence (MoD) is handing Mazagon Dock another lucrative order to build three more submarines. Although private sector shipbuilders — especially L&T and Pipavav Shipyard Ltd (PSL) — argue that Mazagon Dock already has more than it can handle, MoD insists the public sector shipyard can execute this order.

The MoD's Secretary of Defence Production, R K Singh, talking exclusively to Business Standard, has detailed Mazagon Dock's road map for simultaneously executing the Scorpene order (Project 75, as it is termed) and the three additional submarines that are a part of the six-submarine Project 75I order. Business Standard had reported yesterday that the MoD's apex Defence Acquisition Council (DAC) had ruled out India's private sector from Project 75I. The first two submarines of Project 75I will be built abroad in the foreign collaborator's shipyard. The other four submarines will be built in MoD-owned shipyards: recently acquired Hindustan Shipyard Ltd will build one, while MDL builds three.

R K Singh explains, "First, the Scorpene delay will be trimmed down to less than 18 months. The original plan was for the first Scorpene to be delivered in December 2012; and the other five submarines at one-year intervals till December 2017. While the first Scorpene will only be ready in August 2015, Mazagon Dock will deliver the others faster, at nine-month intervals, and finish the last Scorpene by May 2019."

MoD sources say Mazagon Dock is being pushed towards an even more ambitious delivery schedule: Of one Scorpene every seven months. On August 11, Defence Minister A K Antony told Parliament that Project 75 would complete work by the second half of 2018. But Project 75I, argues R K Singh, does not have to wait till then; it can begin as early as 2012. By that year, with all six Scorpene hulls fully built, the specialised hull workers and welders of Mazagon Dock could begin fabricating hulls for Project 75I.

Singh explains, "Two Scorpene hulls are already built and MDL is close to completing the third. By early 2012, all six Scorpene hulls will be ready. MDL's hull fabrication shop — which cuts steel for the hull, rolls it, fabricates hull segments and then welds them together into a complete hull — will be sitting idle from 2012, and ready to be diverted to Project 75I." The Department of Defence Production also points out that Project 75I cannot begin for another five years. At least 12-24 months are needed for a Cabinet sanction for building the first two Project 75I submarines abroad. Selecting a foreign shipyard as collaborator for Project 75I will take another 24-36 months and then one year for price negotiations.

The six Project 75I submarines will be built on a new production line, on which work has already begun. During a visit to MDL in 2009, Business Standard was shown a 16-acre plot, adjoining MDL's facilities in Mazagon, Mumbai, which the shipyard had acquired in the 1980s from Gujarat state PSU, Alcock Ashdown. R K Singh confirmed, "We are going to execute Project 75I in a new yard, the Alcock Yard, on which MDL is building a second submarine production line."

Private sector shipbuilder Larsen & Toubro finds the MoD's decision to patronise Mazagon Dock inexplicable. L&T sources say the company was given to understand that they would participate in Project 75I as the second submarine line. Now, L&T's experience and infrastructure would lie idle. **Source : Business Standard**

Russia Reloads Its Library

In Britain, the Royal Navy revealed that its submarines were suddenly having numerous encounters with Russian SSNs (nuclear attack subs). The Chinese and American navies are not revealing anything about similar encounters, but it appears that the Russians are updating their sound libraries. These are used for the passive (no broadcasting) sensors that subs favor. These sonar receptors listen for sounds, and compare ones that might be ships or subs, with previously recorded sounds in the sub's electronic library. Russian sonar sound libraries have long been in need of

updating. Every ship, sub or marine animal has a distinct sound. Some American sound libraries can identify individual whales (these large mammals make a lot of noise).

All this activity is happening because Russian subs haven't been getting out to sea much in the last two decades. The Russian Navy has not only shrunk since the end of the Cold War in 1991, but it has also become much less active. Until about two years ago, Russian subs rarely came out to play. On average, only ten of their nuclear subs went to sea, on a combat patrol, each year. Most of the boats going out were SSNs (attack subs), the minority were SSBNs (ballistic missile boats). There were more short range training missions, which often lasted a few days, or just a few hours. But the true measure of a fleet is the "combat patrol" or "deployment." In the U.S. Navy, most of these last from 2-6 months. In the last three years, U.S. nuclear subs have carried out ten times as many patrols as their Russian counterparts. These long patrols are the ones where you can take the time to stalk the subs of potential enemy fleets, and capture their sound signatures.



The Russian **OSCAR II class** nuclear powered submarine **OMSK** seen in drydock

The peak year for Russian nuclear sub patrols was 1984, when there were 230. That number rapidly declined until, in 2002, there were none. Since the late 1990s, the Russian navy has been hustling to try and reverse this decline. But the navy budget, despite recent increases, is not large enough to build new ships to replace the current Cold War era fleet that is falling apart. The rapid decline of Russia's nuclear submarine fleet needed international help to safely decommission over a hundred obsolete or worn out nuclear subs. This effort has been going on for a decade, and was driven by the Russian threat to just sink their older nuclear subs in the Arctic ocean. That might work with conventional ships, but there was an international uproar over what would happen with all those nuclear reactors sitting on the ocean floor forever. Russia generously offered to accept donations to fund a dismantling program that included safe disposal (of the nuclear reactors).

The Russian admirals made their big mistake in the early 1990s, when the dismantling of the Soviet Union left the second largest fleet in the world with only a fraction of its Cold War budget. Rather than immediately retire ninety percent of those ships, Russia tried to keep many of them operational. This consumed most of the navy budget, and didn't work. There were too many ships, not enough sailors and not enough money for maintenance or training at sea. The mighty Soviet fleet is mostly scrap now, or rusting hulks tied up at crumbling, out-of-the way naval bases. Since the end of the Cold War in 1991, most of the ship building money has gone into new nuclear subs. Six Akulas have been completed in that time, but the first of a new generation of SSBNs, the Borei class was delayed by technical problems, a new ballistic missile that wouldn't work, and lack of money. The first Borei class boat, after many delays, is finally ready for service, and ended up costing over two billion dollars.

Currently, Russia only has 14 SSBN (nuclear ballistic missile sub) boats in service, and not all of them have a full load of missiles. Some lack full crews, or have key systems in need of repair. Russia has only eight modern, 7,000 ton, Akula SSNs (nuclear attack subs) in service (another is leased to India). These began building in the late 1980s and are roughly comparable to the American Los Angeles class. All of the earlier Russian SSNs are trash, and most have been decommissioned. There are also eight SSGN (nuclear subs carrying cruise missiles) and 20 diesel electric boats. There is a new class of SSGNs under construction, but progress, and promised funding increases, have been slow. It's the Akulas that are shadowing the Royal Navy subs.

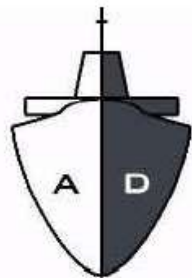
Currently, the U.S. has seven of the new, 7,700 ton, Virginia class SSNs in service, three under construction and plans to eventually build 30. The mainstay of the American submarine force is still the 6,100 ton Los Angeles-class SSN. Sixty-two of these submarines were built, 44 of which remain in front-line service, making it probably the largest class of nuclear submarines that will ever be built. The Seawolf-class of nuclear attack submarines stopped at three from a planned class of twenty-nine. The 8,600 ton Seawolf was designed as a super-submarine, designed to fight the Soviet Navy at its height. Reportedly, it is quieter going 40 kilometers an hour, than the Los Angeles-class submarines are at pier side.

While Western nuclear subs can last for about thirty years, Russian models rarely get past twenty. That means two new SSN or SSGN has to be put into service each year to maintain a force of forty boats. Unless the sub construction budget get billions more dollars a year, that is not going to happen. Right now, the priority is on producing a new class of SSBNs (11 more Boreis are planned or under construction). These Boreis are critical, because they carry SLBM (Sea Launched Ballistic Missiles) that provide a critical (they are much harder to destroy in a first strike than land based missiles) portion of the nuclear deterrent. The rest of the Russian armed forces, like most of the navy, is in sad shape, and unable to resist a major invasion. Only the ICBMs and SLBMs guarantee the safety of the state. So the way things are going now, in a decade or two, Russia will end up with a force consisting of a dozen SSNs and a dozen SSBNs.

The current fleet of nuclear subs is tiny, and the Russians have realized that if they don't get these boats to sea more often, the crews will become less capable to getting the job done in wartime. Given the number of accidents their subs have had in the past decade, it was obvious that the training the crews were getting was not sufficient. That has changed. The Russians subs are at sea three or four times more frequently than in the past two decades. Still not up to Western standards, but no longer in a downward spiral either. **Source : Strategy page**

SHIPYARD NEWS

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Yangzijiang clinches 28 shipbuilding deals worth US\$915m

Mainboard-listed Yangzijiang Shipbuilding has entered into 28 shipbuilding contracts with a total value of about US\$915 million since July 1. The orders are for containerships and dry bulk carriers, which will be scheduled for deliveries from year 2011 to 2013. Out of the 28 contracts, 5 contracts worth about US\$127 million have been factored into the order book after receiving initial deposits from the ship-owners. Another 15 contracts with the value of some US\$490 million will be effective upon receiving the initial deposits from the ship-owners.

The remaining 8 contracts worth about US\$298 million are options to be exercised by the ship-owners. The China-based group said these new contracts will not have a significant impact on its earnings for the financial year ending 31 December 2010. Yangzijiang added that since July 1, it has successfully delivered 13 more vessels. It said, in total, the group has delivered 35 vessels so far in 2010 and will deliver 13 more vessels as per scheduled for the rest of the year. **Source: Channel News Asia**



The super yacht **LE GRAND BLUE** seen moored in Stavanger – **Photo : Anders Bohn Hansen ©**

Hyundai Heavy builds drill ships for the first time

Hyundai Heavy Industries Co., the world's leading shipbuilder, said Saturday that it has successfully built two drill ships. It marks the first time that the South Korean company has built such ships used to explore for oil in deep water. The drill ships, 229.22 meters long, 36 meters wide and 18.3 meters high, will be delivered by May 2011 after tests. Hyundai Heavy said it is currently working on building its third drill ship.

In the first seven months of the year, Hyundai Heavy earlier said orders for ships and plants have more than doubled to US\$11.3 billion compared to the same period in 2009. Sales gained 4.5 percent in July from a year earlier to 1.65 trillion won, it said. **Source: Trading Markets**

ROUTE, PORTS & SERVICES



The advertisement for Lamnalco Group features a blue background with a faint image of a tugboat. In the foreground, there are two tugboats: one on the left with a worker in an orange life vest and white helmet, and one on the right with two workers in orange suits and white helmets. The Lamnalco Group logo is at the top center. The text 'Customer inspired' and 'Quality & performance' is in the center. At the bottom, the head office address and contact information are listed.

LAMNALCO GROUP

Customer inspired
Quality & performance

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The **GEISE** seen loading the yacht **Nevertheless** in the Haringhaven in IJmuiden

The loading and transport is arranged by **Sevenstar (Spliethoff)**

Photo : Schiltar ©

China Merchants set to win Colombo job

It partners Aitken Spence in sole bid to build terminal

China Merchants Holdings (International) Co and Aitken Spence & Co are likely to win a contract to build a US\$500 million terminal in Sri Lanka's Colombo port, according to the island nation's Ports Ministry. A government-appointed committee will likely announce the contract 'as early as possible', Ports Ministry secretary Ranjith de Silva said in a phone interview from Colombo yesterday. China Merchants managing director Hu Jianhua said approval for the deal

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will probably come next month. Sri Lanka, 31km south-east of India, wants to exploit its location to compete with Singapore and Dubai as a sea-trading hub in Asia. President Mahinda Rajapaksa plans to spend US\$1 billion a year on infrastructure including ports, roads and power plants to help stoke an economic recovery after the end of a 26-year civil war.

Aitken Spence, Sri Lanka's biggest operator of resorts, and China Merchants, which has stakes in ports that move about a third of China's container traffic, in July 2009 submitted the sole bid for the terminal after the government in 2008 scrapped earlier bids for the facility. China Merchants will take a 55 per cent stake in the project, Mr Hu said at a media briefing after earnings were announced in Hong Kong yesterday. Construction may start early next year, depending on negotiations with the government, he said. Hutchison Port Holdings and PSA International, the world's biggest container port operators, were among five companies that earlier bid for the 2.4 million-containers-a-year facility at Colombo's south harbour.

The existing three terminals at the Colombo port can handle 4.5 million standard 20-foot containers a year. **Source : Bloomberg**



The **FAIRPLAY 30** seen from Heerema's **BALDER** - Photo : Fedde Visser ©

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APL to provide shipboard training to Sri Lankan cadets

APL has begun training cadets at sea in an effort to tap into the strong pool of graduates from Sri Lanka's top maritime training academies. APL said that three navigational cadets from Mercantile Marine Management are already sailing on APL ships, and will soon be joined by six more. Nine engineering cadets from Colombo International Nautical & Engineering College are currently in the final phase of class room-based training before taking up onboard posts. "We are pleased to support the Sri Lankan maritime industry and the communities we operate in through this program," said APL Sri Lanka Managing Director, Abraham Elias. "It will allow APL to have top-quality Sri Lankan seafarers serving in our global ship fleet for years to come."

In addition to taking graduates from leading private colleges, APL is, exploring opportunities with top government establishments such as the Mahopola Training Institute said Mr Elias. According to statistics provided by the Director General of Merchant Shipping, Sri Lanka has more than 300 cadets graduating from its institutions ever year. However, opportunities for essential onboard training have until now been limited. "This initiative clearly demonstrates APL's long-term approach to developing seafarers. While a ship can be built less than a year, it can take up to 10 years to train a top captain," said Captain Lee Chee Seong, APL's Director of Fleet Personnel. APL has been operating in Sri Lanka since the 1980s. Today, it offers five weekly services touching global trade lanes and a wide range of value add logistics services. **Source: Daily Mirror**



The tug **CLAUS** seen arriving with the loaded **SMIT ANAMBAS** off IJmuiden enroute the Westhaven in Amsterdam

Photo : Willem Harlaar ©

China Merchants first half profit up 56.1 to US\$244.2 million

HONG KONG's China Merchant Holdings, a conglomerate mostly engaged in port operations, has posted a 56.1 per cent increase in first half net profit to HK\$1.9 billion (US\$244.2 million) against the HK\$1.2 billion profit earned in the same period last year. Container volume at its terminals in China was up 22.5 per cent to 24,933,000 TEU, an increase from the 2009's throughput of 20,346,000 TEU. While Hong Kong headquartered and listed, the China Merchants is

domiciled on the mainland, said a company statement accompanying the results. More than 90 per cent of its non-current assets are on the mainland and 90 per cent of its revenue is derived from mainland port operations.

During the first half, EBIT from port operations amounted to HK\$2.7 billion, an increase of 56.4 per cent year on year and accounting for 85.8 per cent of the overall EBIT of the group, itself an increase from 79.7 per cent in the same six-month period last year. "In the first half of 2010, China's foreign trade showed a trend of growth recovery," said the statement. "Total value for imports and exports rose 43.1 per cent over the same period last year, with exports and imports up 35.2 per cent and 52.7 per cent respectively.

"During the period under review, the global shipping market has been recovering with noticeable increase in container traffic for all major trade routes. The group took hold of the opportunity of an uprising market and sought to continue to improve customer service qualities thereby elevating customer satisfaction," said the company statement.

The group's terminals in :

- Hong Kong handled 3,016,000 TEU in the first half, an increase of 9.7 per cent year on year.
- Shenzhen Western Port Zone handled 5,568,000 TEU, an increase of 31.7 per cent year on year.
- Shanghai International Port (Group) Co Ltd ("SIPG") handled 13,855,000 TEU, an increase of 18.8 per cent year on year.
- Ningbo Daxie China Merchants International Terminals Co Ltd handled 755,000 TEU, an increase of 46.1 per cent.
- Tianjin Five Continents International Container Terminal Co Ltd handled 910,000 TEU, a decrease of 3.6 per cent.
- Zhangzhou China Merchants Port Co Ltd (Zhangzhou Port) handled 229,000 TEU, an increase of 60.3 per cent.
- Qingdao Qianwan United Container Terminal Limited, a joint-venture, handled 459,000 TEU.
- Zhanjiang Port (Group) Co Ltd handled 124,000 TEU, an increase of 47.5 per cent.

The group raised its stake in Mega Shekou Container Terminals Limited 80 per cent, representing the final stage of the completion process in accordance with the asset restructure agreement signed with Modern Terminals Limited in December 2006. China Merchants said it continued efforts to develop Shenzhen Western Port Zone to enhance its competitiveness. Business integration endeavours at Shenzhen Western Port Zone have helped to intensify the cooperation of container terminals within Group's Western Port Zone, namely, Chiwan Port Zone, Shekou Port Zone and Mawan Port Zone, the company said. **Source : Schednet**

Greencarrier opens office in Shenzhen

The fast-growing logistics specialist, Greencarrier, has opened its third office in China. As Greencarrier Asia, it operates out of Hong Kong and Shanghai and has now added Shenzhen as a branch office to Shanghai. In total, it now has 30 staff in Greater China. Greencarrier provides all of the services once provided by traditional freight forwarders, including transportation by sea, air and land. From Asia, its special focus is to service customers in the trade between China and the Nordic and Baltic countries.

Niklas Olsson, Managing Director and CEO of Greencarrier International, attributes the company's success in part to the level of personal service it can provide:

"Some years ago, many forwarders became small cogs in large machines as the huge global forwarders bought up many of their competitors. In our opinion, this consolidation left many shippers feeling isolated. Personal service had disappeared, it seemed forever. But what really happened was that this phenomenon left niches for smaller, resilient players to exploit. "In our home region, Scandinavia, we were faced with so many opportunities. We decided to

concentrate on Asia not because China was becoming fashionable but because this region was extremely well known to us. Our parent, the Björk Eklund Group, has been for many years agents for some of the largest air and sea freight carriers in the North Europe – Asia trades. We immediately set about expanding our operations in Scandinavia and the Baltic; we knew that many Asian shippers saw this area as one market."

Greencarrier now has subsidiaries in Sweden, Norway, Denmark, Finland, Estonia, Latvia, Lithuania and the Ukraine in addition to the three offices in Greater China. Greencarrier is now intent on building its presence in China, says Mr Olsson: "Just as Asian shippers regard Scandinavia and the Baltic as one market, so we in the West view China similarly. But China speaks several languages, has a land area of 9.6 million km² and as Bloomberg Businessweek predicted back in 2008, by 2025, at least 220 Chinese cities are likely to have more than 1 million people and eight will have more than 10 million. You can't service a market like that with just a handful of offices." **Source : PortNews**



The **LISELOTTE ESSBERGER** seen at the Westerscheldt River – **Photo : Jamie Reurink ©**

FAIRPLAY TOWAGE

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Retired after 50 years of service

The passenger vessel **Kristina Regina** has most likely done her last longer sea journey and is after a docking to be permanently moored in Turku as a floating hotel, restaurant and museum. The vessel arrived at Naantali on August 29, where she during the second half of September will be docked at Turku Repair Yard. During the refit she will be

painted in her original Bore-livery and get her old name back. The vessel was delivered in 1960 by Oskarshamn's Varv in Sweden to the Finnish shipping company Bore as the **Bore**. Kristina Cruises has replaced the **Kristina Regina** with the newer cruise vessel **Kristina Katarina**, which started her maiden voyage the same day as the **Kristina Regina** left the fleet after having been handed over to her new owners. **Source : shipgaz**



The **MONT ST.MICHEL** seen departing from Le Havre in view of strikes in Ouistreham port
Photo : philippe.p.brebant@sfr.fr ©

Pertamina plans to spend US\$600m on new tankers

It intends to call international tender to order 3 tankers of 80,000dwt in Sept

Indonesia's state oil and gas firm Pertamina said yesterday it plans to spend US\$600 million on new oil tankers in the next three years to upgrade its ageing fleet and rely less on charter tankers. Pertamina currently operates 190 tankers, including small and medium-sized tankers, most of which are leased. 'We plan an international tender to order three tankers of 80,000 deadweight tonnes capacity in September. These tankers will be used to carry crude oil,' said Suhartoko, vice-president of shipping at Pertamina. 'Other small capacity tankers will be ordered from a local shipyard,' he added.

Mr Suhartoko said Pertamina still plans to buy a new very large crude carrier (VLCC) tanker with capacity of 300,000 deadweight tonnes, but that it will not be ordered until 2013 so that the delivery coincides with the completion of Pertamina's new Balongan refinery expected in 2016. Earlier this month, Pertamina signed a preliminary agreement with Kuwait Petroleum International to build a new refinery in Indonesia with capacity of 200,000 to 300,000 barrels per day (bpd). The new refinery is expected to increase the capacity of the Balongan refinery by between 200,000 bpd

and 300,000 bpd, from its current capacity of 125,000 bpd. Kuwait is expected to guarantee some investment and crude oil supply for the new refinery, a Pertamina official has said. Meanwhile, two Japanese firms and a Korean company have also expressed an interest to buy excess capacity liquefied natural gas (LNG) from Indonesia, an official at energy watchdog BP MIGAS said yesterday.

'There are several Japanese firms and South Korea's KOGAS that want to buy that LNG,' Budi Indianto, BP MIGAS deputy chief, told reporters. Mr Indianto said that Japan's Osaka Gas Co and Kansai Electric Power Co, and South Korea's state-run Korea Gas Corp (KOGAS) wanted to buy the LNG, adding that the government has appointed Pertamina to market the excess capacity LNG.

'The companies are currently still importing LNG from Indonesia under long-term contracts. Now they want to buy extra from the excess capacity,' said a Pertamina official, who declined to be quoted by name. BP MIGAS has said previously that Indonesia will have 68 excess cargoes of LNG in 2011 and plans to seek buyers in Asia.

Indonesia, the world's third biggest LNG exporter after Qatar and Malaysia, has an 8.4 million tonnes per year (tpy) contract due to expire by the end of 2010 and another 3.6 million tpy deal ending in 2011, both with a group of Japanese firms.

In February 2009, six Japanese firms reached an in-principle deal to extend the terms for their Indonesian LNG contracts from 2011 for 10 years, and agreed to buy a combined three million tpy of LNG from 2011 to 2015, and two million tpy from 2015 to 2020. The Japanese companies involved in the deals are Osaka Gas Co, Chubu Electric Power Co, Kansai Electric Power Co, Kyushu Electric Power Co, Nippon Steel Corp and Toho Gas Co. **Source : Reuters**

The Pevek Port-bound Admiral Makarov to provide icebreaking service till late October, 2010

The **Admiral Makarov** icebreaker of Far East Shipping Company JSC (FESCO) left the area in the vicinity of Cape Schmidt and is heading now for the Pevek Port (Chukotka) to provide icebreaking service, the FESCO press release said. The **Admiral Makarov** will be stay there until the end of October, ensuring navigation in the area of Pevek Port.



Transport group FESCO, formed on the basis of the Far Eastern Shipping Company (FESCO), is a largest Russian container operator. The Company offers its clients a full range of services ensuring 'door-to-door' deliveries, using the capabilities of its marine, rail, harbor and freight forwarders assets. The Group operates its own fleet of over 1 million DWT. The Company's container fleet exceeds 50,000 TEUs.

Earlier, on Aug. 25 the Sovkomflot's **SCF Baltica** tanker laden with gas condensate (owned by Novatek) anchored at the harbor of Pevek. The tanker was heading for a

China port along the Northern Sea Route. **Source : PortNews**

Thessaloniki Boosts Container Traffic 5.3 Percent

Thessaloniki, Greece's second largest port, boosted first half container traffic 5.3 percent from a year ago to just over 155,000 20-foot equivalent units. Total traffic increased by six percent to 8.8 million metric tons, driving a 7 percent rise in revenue to \$29.2 million. Pre-tax profit shrunk, however, by 59 percent to \$2.6 million from \$6.35 million in the first half of 2009. The Greek government cancelled an international tender to privatize Thessaloniki's container facilities last year after Hong Kong's Hutchison Port Holdings withdrew its bid on the eve of signing a draft contract with the state-controlled Port Authority. Hutchison forfeited a \$6.4 million guarantee which was booked as extraordinary income in the second half accounts. Greece's largest port, Piraeus, which handed over management of two of its container terminals to China's Cosco Pacific in October, handled 376,727 TEUs in the first half of 2010. The Piraeus terminals generated revenue of \$46.6 million but booked a net loss of \$10.6 million mainly due to start up costs. **Source: Journal of Commerce**



The **NORMAN ARROW** seen moored in Le Havre – Photo : philippe.p.brebant@sfr.fr ©

Vinashin turmoil continues

The Vietnamese government has suspended the head of one of the country's largest state-owned enterprises for alleged mismanagement less than two months after he took office, state media said Monday. Tran Quang Vu, the chief executive officer of Vietnam Shipbuilding Industry Group (Vinashin), was suspended to allow an investigation into Vinashin's recent operations, the state-run newspaper Thanh Nien quoted Nguyen Xuan Phuc, head of the government office, as saying. The suspension occurred less than a month after police arrested Vinashin chairman Pham Thanh Binh for alleged mismanagement that led the company to the brink of bankruptcy. The government appointed Vu, the former chief executive officer of one of Vinashin's top subsidiaries, chief executive of Vinashin on July 1, but media reports said Nam Trieu Shipbuilding Industry Corporation also got into financial trouble under Vu's management.

Source : Seatrade Asia



The **BOURBON ORCA** seen moored in Rotterdam-Europoort awaiting the departure of the The F3FA tow spread (**BOA barge 35, BB Worker, BB Server** and **BB Coaster**)

Photo's : Herman de Kuijer ©

Wallenius examines use of LNG in its fleet

Wallenius Marine AB and LNG GOT AB have entered a strategic partnership to examine possibilities for using LNG as a shipping fuel in existing and newly built vessels in the Wallenius fleet.

The study is intended to show how LNG can be used as a fuel in a manner that is economically, environmentally, publicly and commercially appealing. "We have been using fuel that is significantly cleaner than required for some

time, but it is far from being as clean as we would wish. The use of LNG as a shipping fuel will take us a step closer to our vision of having emission-free vessels. We see LNG as a stepping stone to running ships on biogas in the future,” says Per Tunell, head of environmental management, Wallenius Marine.

The initiative begins immediately with the aim that the study should be completed in 2011. The project will also examine the consequences of adapting the Wallenius’ fleet to LNG operation, as well as the supply and distribution possibilities for LNG. “It is the long-term goal of LNG GOT to minimise the environmental impact of shipping by making LNG available as a shipping fuel. This agreement marks a significant further step towards this objective. The partnership benefits all parties involved as well as the development of Gothenburg as an energy port,” comments Magnus Witting, CEO of LNG GOT.

In 2015 stricter emission requirements will come into effect in Emission Control Areas (ECAs), resulting in sulphur emissions that must not exceed expected levels for fuel with a maximum sulphur content of 0.1 per cent. Apart from the fact that LNG is effectively sulphur-free and therefore complies with the forthcoming emission restrictions, LNG operation will also reduce emissions of nitrogen oxides by up to 85–90%, particulates by almost 100% and carbon dioxide by around 20–25% in comparison with running on heavy fuel oil. These major environmental benefits also provide a good margin as stiffer emission controls are introduced. **Source : The Motorship**



The **FENDERCARE INDEPENDENCE** seen at Lowestoft 29/08/10 back from the Tankers outside the Bancks.

Photo : Paul Gowen ©

Eagle Bulk Shipping Inc. Takes Delivery of Martin

39th Vessel Joins the Fleet With \$44 Million in Contracted Revenue

Eagle Bulk Shipping Inc. announced that it has taken delivery of the Martin, a 58,000 dwt Supramax drybulk vessel. The **Martin** has entered into a 6.5 year time charter at a rate of \$18,400 per day and will contribute over \$44 million in contracted revenue



The **BELUGA ENERGY** seen moored in Cape Town – Photo : Aad Noorland (c)

OLDIE – FROM THE SHOEBOX



The M/S **TEGELBERG** seen arriving in Port of Santos-Brazil in 1958 with on the right seen moored alongside the **MAASHAVEN**, The **TEGELBERG** was built during 1938. Gross tons: 14.285; length: 559 ft; beam: 72 ft; draft: 30 ft. Speed: 16 kt. Propulsion: Diesel triple screw. Passengers: 131 first class, 84 second, 169 third. - End service: 1968.

Photo : Coll. Laire José Giraud - Santos - Brasil.

.... PHOTO OF THE DAY



The TSHD **UTRECHT** with alongside the tug **SOUTH** seen operating in Baydaratskaya Bay (Russia)
Photo : Crew Vox Maxima ©

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