

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 264



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Vroon's SEBRING EXPRESS seen at the Westerscheldt River

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

Nederlandse Kaap Hoorn-vaarders

De Jaarbijeenkomst van de [Stichting Nederlandse Kaap Hoorn-vaarders](http://www.kaaphoornvaarders.nl) vindt dit jaar plaats op 17 oktober a.s. in de Oosterkerk te Hoorn. Het programma staat in het teken van het 25-jarig bestaan van de Stichting en van de presentatie van het onderzoek 'Reizen rond Kaap Hoorn onder Nederlandse vlag'. Voor meer informatie hierover zie website www.kaaphoornvaarders.nl , rubriek evenementen.

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The **MATHU BHUM** seen outbound from Singapore – Photo : Piet Sinke (c)

Japan to drill near disputed gasfield

Tensions with China escalate as Tokyo considers taking case to international court

Japan may start drilling near a gas field in disputed waters of the East China Sea if China does the same, the Nikkei business daily reported yesterday, as territorial tensions between the countries grow. Japanese Prime Minister Naoto Kan and his foreign minister said Tokyo will take "countervailing steps" if China starts drilling at the Chunxiao gas field

to which Beijing recently sent equipment, Nikkei said, adding that Tokyo had looked into possibly taking the case to international maritime court.

The exchange over the gas field is adding to an increasingly testy Sino-Japanese argument about territorial rights in the seas, especially around a group of uninhabited islets called the Diaoyu islands in China and the Senkaku islands in Japan. The dispute flared earlier this month after Japan arrested the captain of a Chinese fishing boat, following collisions with Japan Coast Guard ships near the islands.

China has repeatedly demanded Japan free the captain, whose detention period was expected to expire Sunday, and has bared its anger by cancelling planned talks with Japan over natural gas reserves.

Japanese prosecutors can hold the Chinese boat captain for up to a total of 20 days, up to September 29, while deciding whether to take legal action. The two countries are at odds over China's exploration for natural gas in the East China Sea, while Beijing is also involved in territorial disputes with Southeast Asian nations in the South China Sea over an area rich in energy and key to shipping. The Sino-Japanese row centres on where the boundary between the two sides' exclusive maritime economic zones falls. **Source : GulfNews**



The TSHD **GATEWAY** and **PHOENIX** seen operating in Fremantle – **Photo : Crew Gateway (c)**

Iraqi official calls ship robberies petty crime

An Iraqi intelligence officer said Monday that the robberies of four ships anchored off the country's southern coast was petty crime and did not pose a larger threat to commercial traffic in the area. The US Navy said Sunday that gunmen armed with AK-47 rifles had boarded four commercial ships in a two-hour time span in the vicinity of an Iraqi oil terminal in the northern Persian Gulf on August 8. The assailants took computers, cell phones and money from crew members before fleeing, according to Lt. John Fage, a spokesman for the Navy's Fifth Fleet in Bahrain. The vessels were identified as the American ship **Sagamore**, the Antigua-flagged **Armenia**, the North Korean **Crystal Wave** and the Syrian **Sana Star**.

The seaborne robbery - which occurred about 20 miles (32 kilometers) off the port of Umm Qasr in an area patrolled jointly by the US and Iraqi navies - raised concern about a new threat in the strategic area. American vessels in the area for routine security operations, including a guided missile destroyer, responded to the attacks, Fage said.

But the Basra-based intelligence officer, who spoke on condition of anonymity because the investigation was ongoing, said the interrogation of two Iraqis arrested after the incident indicated it was a robbery attempt without a larger agenda. The officer said the detainees had confessed to conducting the robberies in coordination with four other men who remained at large but said they were not part of a larger gang.

Basra, Iraq's second-largest city, which is located near Umm Qasr, has been relatively quiet since a 2008 military crackdown that ended three years of Shiite militia rule, rampant crime and turmoil. The area and the surrounding province contain about 70 percent of Iraq's proven oil reserves of 115 billion barrels.

Violence has dropped sharply in Iraq, but attacks continue. An American soldier was killed Sunday while on patrol in the Diyala provincial capital of Baqouba, 35 miles (60 kilometers) northeast of Baghdad, the military said. A statement issued Monday gave no further details, saying the incident was under investigation.

The American's death raised to at least 4,415 the number of U.S military personnel who have died in Iraq since the war began in March 2003, according to an Associated Press count. Insurgents have warned they would step up attacks ahead of US plans to end its combat mission by September, a step toward a deadline for a full military withdrawal by the end of next year. **Source : The Jordan Times**

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The **MAERSK EDWARD** (ex. **BRO EDWARD**) seen departing from Amsterdam – **Photo : Joop Marechal (c)**

Handysize dry bulk sector looking much better than larger counterparts says DVB

In a related research report, Dutch-based German bank DVB says that the handysize outlook is much better than other large sub-sectors. The importance of this part of the market will retain its importance at least for as long as port works around the world don't progress swiftly, in order to be able to accommodate larger ship types. At the same time, some 44% of the handysize fleet is over 25 years old, which means that there is a lot of scrapping potential, enough to alleviate any fears of oversupply in the sector, although, as DVB points out many ship owners are finding it increasingly difficult to move forward such scrapping deals, with their vessels being debt-free and delivering pure profits to them. Still, about 75% of the current orderbook is scheduled for delivery this year and 2011, but delays are to be noted. Regarding ownership of this part of the market, there are about 850 registered owners of handysize vessels. "The top 25 Handysize owners control 31% of the Handysize fleet, while they control only 11% of the orderbook. Increase in Chinese ownership will affect the number of spot cargoes available to non-Chinese independent owners. By country of economic benefit, Chinese dry bulk interest has increased from 736 vessels/24.313mio dwt to 1,223 vessels/69.03mio dwt over the last 5 years!" said the report.

The current fleet is calculated to a total of 2,305 ships, with a carrying capacity of 66 million dwt. The market share of the Handysize fleet (calculated from 15,000 to 40,000 dwt) as a percentage to the whole of the dry bulk fleet is estimated at 30%, but as mentioned above almost 44% of the Handysize fleet is over 25 years old. Meanwhile, the outstanding orderbook of 729 vessels (23.72 million dwt) represents 35.9 percent of the fleet, but as the report notes it will be subject to slippage, postponements and to a lesser degree cancellations.

DVB said that “the trend for delays due to slippage and postponement has continued from 2009 into 2010 at about 35%. We expect this to remain for 2011 as well and is also used in our base case assumption, resulting in an extended rollover of the Orderbook over a longer period of time. For the period Jan-July 2010, some 114 NB Handysize vessels (3.6mio dwt) were delivered, with a further 258 vessels (8.13mio dwt) still scheduled for 2010! Factoring in our estimate of 35% slippage plus cancellations, this would imply that the total delivery for 2010 will result in about 205 vessels. Therefore this means about 91 vessels will be added to the Handysize fleet in the remainder of the year. A further 281 vessels (9.18mio dwt) are slated for delivery in 2011 and 107 vessels (3.58mio dwt) in 2012. In 2009, whereas the net-fleet for most dry bulk Sub-Sectors expanded, the Handysize Sub- Sector contracted by 0.39% y-o-y” mentioned the report, which comes to show how much potential this segment of the dry bulk market has. DVB said that it expects scrapping to increase in 2011 and onwards, to balance the new tonnage entering the market, as earnings continue to slow down. Cancellation will exist however, but most of the vessels will actually enter the market even if, to different owners. “Based on our base case assumptions, the Handysize net fleet is expected to grow about 5.8% y-o-y in 2010 to 2,481 vessels and then a further 6.5% in 2011 in line with forecasted demand”. If the high level of scrapping continues, the net-fleet could actually start declining 2013 onwards however that remains a big If” concludes DVB. Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



The **BORCOS TASNEEM 9** seen offshore Kemmam – Photo : Capt. Jelle de Vries (c)

More piracy reported in Asia

THE NUMBER of incidents of piracy and armed robbery reported to the Singapore-based ReCAAP ISC almost tripled in August compared with the same month last year. The anti-piracy organisation said it received reports of 23 incidents last month, compared with 8 in August 2009, 6 in August 2008 and 11 in August 2007. “The increase in the number of reported incidents was more apparent in the South China Sea, off Pulau Mangkai, Indonesia, and at the port and anchorages of Chittagong, Bangladesh,” ReCAAP ISC said in its latest report.

For the first time in several years, there were more reported attacks on ships that were underway, compared to vessels that were anchored or at berth. “Incidents involving ships underway were more severe in nature,” ReCAAP

said. The pirates involved in six out of nine of these incidents "were armed with knives and/or guns; and were aggressive and violent, assaulting and taking the crew hostage", it added. **Source : Fairplay24**



Sunrise over Hoek van Holland with above seen the **STENA TRADER** enroute the Stena line terminal
Photo : Marijn van Hoorn ©

Allen: Macondo well is dead

BP confirmed that well kill operations on the **Deepwater Horizon MC252** well in the Gulf of Mexico are now complete, with both the casing and annulus of the well sealed by cement. "We can finally announce that the **Macondo 252** well is effectively dead," National Incident Commander Admiral Thad Allen commented. The well has been shut-in since July 15 and, says BP, cementing operations in August, following the static kill, provided an effective cement plug in the well's casing. The relief well drilled by the DDIII drilling rig intercepted the annulus of the MC252 well on September 15, followed by pumping of cement into the annulus on September 17. BP, the federal government scientific team and the National Incident Commander have now concluded that these operations have also successfully sealed the annulus of the MC252 well.

BP will now proceed to complete the abandonment of the MC252 well, which includes removing portions of the casing and setting cement plugs. A similar plugging and abandonment of both relief wells will occur as well. BP will also now begin the process of dismantling and recovering containment equipment and decontaminating vessels that were in position at the wellsite. The cost of the response to September 17 amounts to approximately \$9.5 billion, including the cost of the spill response, containment, relief well drilling, static kill and cementing, grants to the Gulf states, claims paid and federal costs. On June 16, BP announced an agreed package of measures, including the creation of a \$20 billion escrow account to satisfy certain obligations arising from the oil and gas spill.

National Incident Commander Admiral Thad Allen said:

"After months of extensive operations planning and execution under the direction and authority of the U.S. government science and engineering teams, BP has successfully completed the relief well by intersecting and cementing the well nearly 18,000 feet below the surface. With this development, which has been confirmed by the Department of the Interior's Bureau of Ocean Energy Management, we can finally announce that the Macondo 252 well is effectively dead. Additional regulatory steps will be undertaken but we can now state, definitively, that the Macondo well poses no continuing threat to the Gulf of Mexico. From the beginning, this response has been driven by the best science and engineering available. We insisted that BP develop robust redundancy measures to ensure that each step was part of a deliberate plan, driven by science, minimizing risk to ensure we did not inflict additional harm in our efforts to kill the well. I commend the response personnel, both from the government and private sectors, for seeing this vital procedure through to the end.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 264

And although the well is now dead, we remain committed to continue aggressive efforts to clean up any additional oil we may see going forward."

The Department of the Interior and the Bureau of Ocean Energy Management, Regulation, and Enforcement will oversee the continuing decommissioning of the Macondo well and its associated relief wells. **Source : MarineLog**

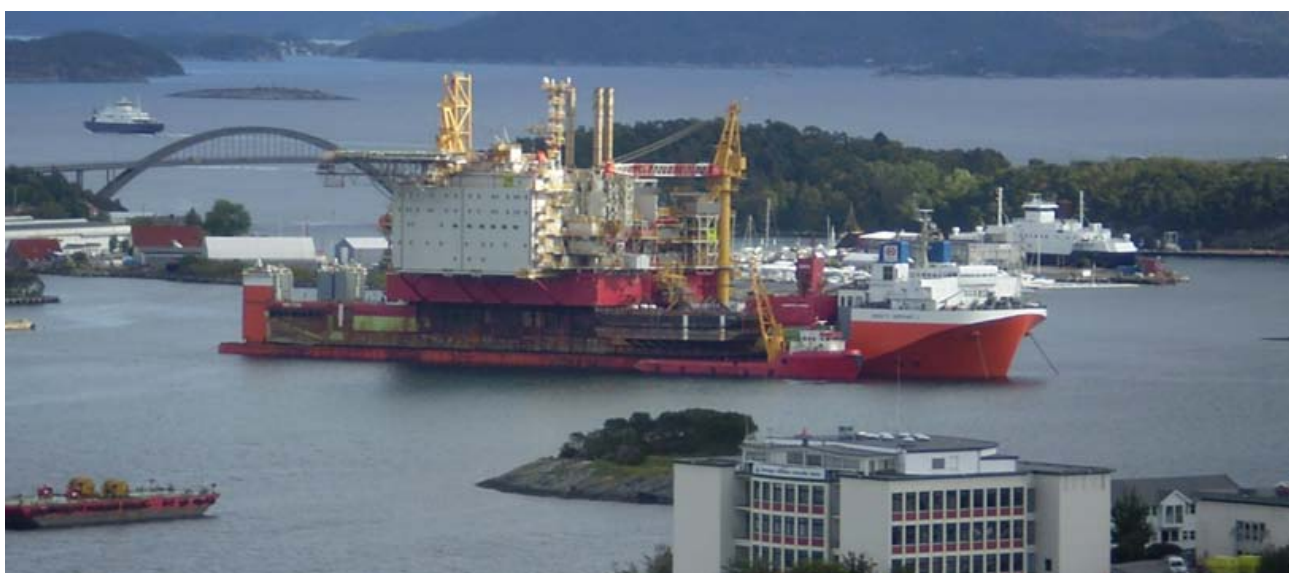


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The **Mighty Servant 1** seen stern moored at Rosenberg Yard, Stavanger, with the **YME platform topside** on deck.
Photo : Anders Bohn Hansen ©

Rates start to fall as new capacity makes space easier to find

CONTAINER rates have started to fall, according to the Shanghai Containerised Freight Index and other monitoring agencies as new capacity makes vessel space easier to find.

After increasing to a five-year high to US\$2,980 in July, spot rates from Shanghai to the US west coast were down \$68 to \$2,567 per TEU for the week of September 10 compared to the previous week, and rates were \$36 lower per TEU, or \$4,027, to the US east coast.

The Shanghai index showed that rates to Europe, the Med, Dubai, West Africa, South America were also down, though rates to Australia had improved after falling 50 per cent or more since January.

A week ago, the Shanghai index posted its biggest weekly drop since started operation a year ago, down 37 points to 1,413. Meanwhile, westbound Asia-Europe rates have flattened or went down slightly as space became easier to find and carriers delayed or substantially reduced peak season surcharges announced in June. **Source : Schednet**



The **SVITZER MALLAIG** seen arriving in Lowestoft for drydocking - **Photo : Paul Gowen (c)**

Hazardous waste seized at Tuticorin Port

It was concealed as metal scrap by Erode-based importer

The Customs authorities unearthed certain hazardous waste such as condemned lead acid batteries. The consignment was recovered when the Special Intelligence and Investigation Branch (SIIB) intercepted a container, which had been reportedly imported from Maldives by a firm in Erode. The operation led by Additional Commissioner of Customs S.Chandramohan was carried out at Tuticorin port.

Investigations revealed that the hazardous waste was concealed as metal scrap. Besides, the importer had also concealed copper scrap among others in a bid to evade payment of more Customs duty.

The haul of concealed item may have had a value of Rs.5 lakh. Import of such hazardous wastes is prohibited as per the Hazardous Wastes (Management, Handling and Transboundary Movement) Rules, 2009. **Source : The Hindu**

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CASUALTY REPORTING



Another Hanjin worker dies in shipyard mishap

Jose Vener Gil, 42, of Subic, Zambales, died on the way to the hospital, an accident report submitted by HHIC-Phil to the Subic Bay Metropolitan Authority (SBMA) showed. SBMA Administrator Armand Arreza said the agency immediately dispatched an investigative team to determine the exact cause of the fatal incident. Results of the full investigation are expected to be available within two days, he added.

Gil, who worked for Philnorkor, a subcontractor of HHIC-Phil, became the second fatality at the Hanjin facility this month, as another worker died at the shipyard on November 20. However, Pyeong Jong Yu, deputy managing director of HHIC-Phil, said the November 20 incident "was not in any way related to the shipbuilding operations, as the same was caused by a vehicular accident as a result of human frailty." Yu also said in an accident report sent to Arreza that the company "has launched a full-scale investigation to ascertain whether the unfortunate event was the result of an industrial mishap, unavoidable human error, or simply the negligence of Philnorkor during the construction work." "If investigation reveals that the accident was caused by laxity in the observance of rules and regulations on occupational safety, the immediate superiors and authorities concerned with the implementation of safety policies will be made answerable, regardless of nationality," Yu promised Arreza. "If negligence on the part of Philnorkor is the proximate cause, HHIC shall take all necessary steps to hold the contractor liable in every aspect," he added. Yu also said the HHIC-Phil will conduct a full investigation "to ascertain whether proper and enough measures are taken to ensure prevention of any further accident." He added that whatever the results of the probe, HHIC-Phil will provide "reasonable financial support" to the victim's family. He also gave the assurance that HHIC-Phil and its subcontractors "will exert their best efforts to make the Hanjin shipyard an accident-free workplace." **Source: Central Luzon Daily**

NAVY NEWS

Peoples Republic of China Navy visit to Australia set to strengthen 'Nation to Nation' ties

Two ships from the Peoples Republic of China, the training ship **Zhenghe** and frigate **Mianyang**, will be visiting Sydney from Monday 20 September to Friday 24 September and Darwin from Sunday 3 to Thursday 7 October 2010. Their arrival follows a recent visit to Australia by senior members of the Peoples Liberation Army (PLA), during which Australia and China agreed to a range of practical cooperation measures aimed at deepening 'nation to nation' defence ties.

According to Commander Australian Fleet, Rear Admiral Stephen Gilmore AM CSC RAN, who welcomed the Chinese ships and crew to Sydney, Australia is committed to developing strong and positive defence relations with China that help contribute to regional security and stability.

"This visit builds upon previous Navy-to-Navy engagements with the PLA and is a sign of the growing maturity in our Defence relationship with China," said Rear Admiral Gilmore. As part of our growing military cooperation, **HMAS Warramunga** will conduct reciprocal visits to the Chinese ports of Qingdao from 18-22 September and Zhanjiang from 26-30 September. The PLA Navy also extended an invitation for two Australian Midshipmen from the Australian Defence Force Academy to join the training ship **Zhenghe** on her journey from Auckland to Sydney.

"For me this was a fantastic, once-in-a-life-time opportunity to experience life on board a PLA ship, so I'm very grateful to the Chinese for their invitation," said Midshipman Angus Sterling. During their stay in Sydney, the Chinese crew members will be visiting Royal Australian Navy ships and establishments, as well as holding a number of community events including a concert in Darling Harbour by the PLA Band. **Source : Garry Luxton**

Peeling submarine skin prompts Navy inquiry



The shark-like skin coating that makes Virginia class submarines difficult for sonar to detect has peeled off the boats in swatches that in some cases measure hundreds of square feet. Significant portions of the specialized hull coating sloughed off from portions of three of the first four boats in the class, leading the Navy to begin an investigation to determine the cause of the problem and how to fix it.

The coatings, applied to the entire exterior of submarines to absorb sonar waves and reduce the amount of detectable noise

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 264

emanating from inside the boat, have "debonded" from underway Virginia class subs, often in "large sections up to hundreds of square feet," according to the Pentagon's top weapons tester.

J. Michael Gilmore, director of operational testing and evaluation, presented the findings in a June 30 letter to Ashton B. Carter, the Pentagon's acquisition chief. In the letter, Gilmore said the Virginia class program has experienced multiple "fail-to-sail" issues — problems that could delay a ship's deployment — including the hull coating problem.

Major hull coating failures are limited to three of the seven subs commissioned so far — the Virginia, Texas and the North Carolina — the Navy said in a written response to questions posed by the Daily Press. The debonding occurred over a period of several years.

Other ships in the class also have experienced hull coating problems, but not to the extent of those three, the Navy said. Capt. Michael Jabaley, the Navy's Virginia class program manager, referred to the problems as small in scale, and said the issues haven't affected the subs' performance at sea. "It hasn't had a tremendous impact on the operation of the ships, but it doesn't look very good when you see a piece hanging off the sub," Jabaley said. "It's not something that's acceptable, and we're working to fix it."

The specialized hull coating is designed to be "anechoic," or able to absorb waves of active sonar so it does not bounce back to the ship or sub emitting the signal. It's a crucial component to the stealth of the so-called "silent service," making the sub more difficult to detect by adversaries.

The Virginia-class attack submarine **USS Texas** returns to Joint Base Pearl Harbor-Hickam on Aug. 23 after completing a scheduled deployment to the U.S. 4th Fleet area of responsibility.



Missing coating could diminish that effect, but the larger concern is the sound water makes as it flows over an uneven surface, said Norman Polmar, a naval analyst and author who has written about submarines. "When pieces of the hull coating fall off, the sub gets noisier because it interrupts the water flow over the hull," Polmar said. "When you put more noise in the water, you're easier to detect."

A sub's acoustic signature isn't crucial in low-threat environments like drug-hunting activities, exercises and other missions. But in a high-threat environment "where you don't want to be detected, it's not wise to have your sub falling apart on you," said Craig Hooper, a San Francisco-based national security consultant and one-time lecturer at the Naval Postgraduate School.

The problems are the latest blemish to the reputation of the Navy's submarine program, which has long been showcased by members of Congress and Navy officials as a model shipbuilding program. The nuclear-powered submarines, built in a partnership between Northrop Grumman Corp.'s Newport News shipyard and General Dynamics Electric Boat in Groton, Conn., have each been delivered more quickly and at less cost than their predecessors.

But over the last three years, a string of quality problems has tarnished the brand, including widespread welding problems, a mechanical design glitch involving bolts and fasteners in the subs' torpedo rooms, and faulty metal supplied by a subcontractor who has been charged with fraud.

Northrop deferred questions to Electric Boat and the Navy. Electric Boat declined to comment, also deferring questions to the Navy. The Navy first discovered the hull coating problems on the first-in-class Virginia in March 2007, just days after it finished its post-delivery maintenance period, called a "post-shakedown availability." **Source : HRMILITARY**

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Global eyes deep-water with newbuild



Photo : Mike Meade – M3 Marine ©

US contractor Global Industries is set to take delivery of the first of two newbuild deep-water derrick pipelay vessels touted as the centrepieces of its offshore construction fleet, from Singapore-based Keppel Singmarine. The newbuild, **Global 1200** was named at a ceremony last weekend. The vessel is undergoing final construction and will be heading for sea trials over the next few weeks. Global Industries expects to take delivery of a sister vessel, Global 1201, from Keppel in the third quarter of 2011, according to the company's chief executive, John Reed.

Reed coined the two vessels as the 'keel of the new Global Industries', providing the company the capability to venture into the deep-water horizon. The two S-Lay construction vessels are being built to the **Ulstein Sea of Solutions** design and will be capable of operating in up to 3000 metres of water. Reed expects **Global 1200** and **1201** to drive the utilisation of multi-service vessels and remotely operated vehicles that can be deployed in conjunction with the two newbuilds.

The reported capital expenditure on the two vessels is \$180 million. Keppel Singmarine was commissioned to build the Ulstein Sea of Solutions design **Global 1200** in 2007. The DP2 S-lay vessel is equipped with three tensioners of 125 tonnes each and capable of laying pipes up to 63 inches in diameter and at a speed of 350 lengths of pipes per day.

Global 1200 is also understood to be the first derrick pipelay barge to be delivered from the Singapore-based shipyard. **Source : Upstream**

World's top shipbuilders keen to invest in Bangladesh

World's top shipbuilders, who joined the Shipbuilding, Machinery and Marine Technology (SMM-2010) Trade Fair, have shown keen interest in investment in Bangladesh encouraged by its labour cost-effectiveness. Bangladeshi shipbuilders in the world's largest maritime fair are doing well compared to its competitors as a good number of traders have visited the Bangladeshi stalls to know the latest shipbuilding developments.

The 24th biennial shipbuilding trade fair, which began on Tuesday in the German port city of Hamburg, showcased a raft high-tech products and technologies for shipyards, and brought together marine equipment suppliers and marine technology specialists. Bangladeshi companies-Ananda Shipyard and Slipways Limited (ASSL); Dhaka Dockyard and Engineering Works Ltd; Khan Brothers Shipbuilding Ltd and Karnaphuli Shipbuilders Ltd-are participating in the fair joined by representatives from more than 60 countries.

Executive Director of Ananda Group Tariqul Islam said German shipbuilders enquired about Bangladesh's earlier contracts with different companies, shipbuilding capacity, number of ships Bangladesh so far built at the local and international levels, from where Bangladesh procures machinery and status of shipyards. "This fair brought a good opportunity for local shipbuilders to contact with our clients face to face," said Gazi G Rabbani, chief executive officer of Dhaka Dockyard.

Traders and experts from China, India, Sri Lanka, Hong Kong, Germany, Korea, Singapore, the Netherlands, Denmark, Japan, and Spain have visited Bangladeshi stalls. Bangladeshi shipbuilders said they are planning to set up well-decorated exclusive stalls to give a good exposure of Bangladeshi shipbuilding industry in next fair if everything goes well, said Rabbani. The world's top buyers were happy to learn that Bangladesh has emerged as one of the shipbuilding countries in the world, Bangladesh shipbuilders said. Some of them invited Bangladeshi shipbuilders to attend the upcoming shipbuilding fairs in their countries, they said. Paul Van Dyck, a deputy editor of Mercator media Limited, while visiting Bangladeshi stalls and Export Promotion Bureau (EPB) information booth, told BSS correspondent that he had an idea about Bangladesh, which only builds locally-used dredgers but he became happy knowing that the country not only builds dredgers of its own but also exports ships.

Bo Bjornsen, a sales manager of Norisol, a ship interior design and outfitting organisation, said Bangladesh's huge workforce and its cost-effectiveness are the main attraction to buyers. Over 2,000 exhibitors from 60-plus countries are participating in the biennial SMM fair in Hamburg, the port city of Germany and a major trading hub for the central Europe. More than 50,000 traders are expected to visit the fair. The shipbuilding fair put special emphasis on three special aspects-green technology, future shipbuilding financing and offshore market, the organizers said. Bangladeshi shipbuilders said promotion of Bangladesh's shipbuilding sector through the prestigious fair will not only increase export market but also brighten Bangladesh's image abroad. Experts say participation in the SMM trade fair would provide Bangladeshi shipbuilders an unprecedented opportunity not only to display the unique aspects of the recent developments but also shed light on its progress to the global maritime community. **Source : BSS**

Drydocks Southeast Asia CEO resigns

The head of Drydocks World Southeast Asia resigned Thursday to form a new Singapore-based consultancy group, saying he was leaving the shipping arm of Dubai World in good shape. Denis Welch, who will head the new maritime consultancy One World Maritime, said his former company had secured a number of new shipbuilding deals and remained on track to increase its Indonesian workforce by at least 1,000. "I feel I am moving on at an opportune time," Welch said. "[Drydocks] has a good order book ... with additional business in the pipeline."

He would not elaborate on his former company's order book, which is estimated at \$1 billion, largely unchanged from a year ago. Oil rig and shipbuilders such as Singapore's Keppel Corp had few significant orders last year as plunging oil prices prompted major oil and gas explorers to delay or cancel orders placed in the boom years. Welch said he decided to set up One World Maritime to take advantage of the growing number of maritime companies looking to expand their operations in Asia. Chinese demand for commodities has become an increasingly pivotal factor driving freight market activity, prompting Deutsche Bank, Howe Robinson and others to increase their presence in the region.

Source: Reuters



The **CONDOR** and **LUCANIA** seen at the slip in Antwerp – Photo : Daniella Vermeer ©

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Riser Caisson lifted-in using three cranes.



On 18th September a Riser Caisson for the **Apache Bacchus** development was lifted-in at Invergordon, Scotland.

After the lift-in the caissons' draft was checked and adjusted and tow preparations completed for a surface tow to the Morray Firth.

BB Troll and **BB Server** were selected as Leading Tug and Trailing Tug respectively.

Left photo taken from **BB Troll**, the **BB Server** and buoyancy tanks on the caisson just visible. Under pilotage the tow proceeded in the Cromarty Firth towards the Morray Firth. Once in the Morray Firth, and at a waterdepth of 40 meters, the tow is halted and clumpweights are attached in the tow rigging either end to submerge the caisson.

Thereafter the tow recommenced but now submerged at approximately mid-water depth.

Destination: Forties Field.

In the Morray Firth with the 'Sutors' (Headlands in the entrance to the Cromarty Firth) in the background.

**Text / photo's : Maarten Raemakers ©
Tow Master**



Orderbook now at lowest point since 2006

The global newbuilding orderbook is continuing to decrease and it now stands at 7,495 ships of 474.7m dwt as at September 1st, the lowest level since December 2006 when 7,388 ships were on order. However, the recent surge of new VLCC and suezmax orders boosted tanker orderbook by 2.5m dwt month-on-month, Clarkson Research Services' monthly report shows. The Chinese order backlog came in at 189.5m dwt (51.5m cgt), Korean at 157.2m dwt (46.4m cgt) and Japanese at 86.7m dwt (23.6m cgt). South Korea's Samsung Heavy Industries' Geoje Shipyard has the world's largest orderbook at 8.28m cgt, followed by Daewoo Shipbuilding & Marine Engineering's Okpo Shipyard with 7.786m cgt backlog and Hyundai Heavy Industries' Ulsan Shipyard with 7.246m cgt. **Source : seatradeasia**

Krasnoye Sormovo to boost output to 9 ships, next year

Krasnoye Sormovo Shipyard (Nizhny Novgorod) plans to increase the pace of construction to 9 ships in 2011, said Yevgeny Malov, the head of MNP Group, the managing company. According to the MNP Group, the shipyard expects to build seven 5,530dwt tankers of 19614 project for the "VF Tanker and two new tankers of project 19900 for Sommet Finance.

MNP said the 2011 shipbuilding orderbook has been formed, and it exceeds the shipyard's output of previous years: earlier, the enterprise could build 7 or 8 ships a year. Read more about the prospects of renovation of the Russian river vessels fleet on PortNews IAA, in Relevant Topic, September 20, 2010. **Source : PortNews**

BAE Systems seeks role in Brazilian Navy shipbuilding

The U.K. and Brazil have signed a Defense Cooperation Treaty that could pave the way for BAE Systems to play a prominent role in Brazil's plans to rebuild its Navy. According to Dean McCumiskey, BAE Systems' Managing Director for the West, the U.K. defense contractor is offering "an assured warship procurement package to Brazil" that is based on proven ship designs and includes an invitation to become an international partner in a new BAE Global Combat Ship program.

"The ships we develop will be built at a partner shipyard in Brazil, with maximum content sourced from the wider Brazilian industry," said Mr. McCumiskey. "This will help to sustain jobs and support the development of skills and high-end technology transfer between the two countries." The BAE offer, presented to Brazilian government officials last week, is designed to meet the objectives set out in Brazil's National Strategy of Defence to enhance its indigenous industrial capability by enabling Brazil to develop an independent, sustainable naval shipbuilding and through-life maritime support capability.

The BAE Global Combat Ship program will deliver what is described as a new generation of affordable multirole warships featuring a core platform, which is sufficiently open to allow tailored equipment and systems to be integrated to meet individual customer needs.

The first class of ships being developed under the program is the Type 26 frigate for the U.K. Royal Navy, which is expected to enter service at the start of the next decade. "Becoming involved at this early stage will give Brazil the opportunity to influence design development," says BAE. "The resulting rationalized design, build and procurement process will also reduce the cost per ship and deliver substantial through-life savings to both Brazil and the U.K. in training, maintenance and support."

In the near term, BAE Systems believes that its 90 m Ocean Patrol Vessel will prove an attractive option for the Brazilian Navy. With full blue water capability, it can undertake surveillance and deterrence of oil and gas installations

in Brazil's territorial waters as well as more general maritime security and search and rescue operations. The design is based on the River Class vessels in use with by the U.K. Royal Navy and uses the same core platform as the vessels BAE Systems has built for the Trinidad & Tobago Coast Guard, with systems and equipment tailored to the Brazilian Navy's requirements.

The company already has a similar technology transfer agreement in place with Bangkok Dock in Thailand, which is building one vessel of this class for the Royal Thai Navy.

Other elements of the BAE offer to Brazil include proven Logistic Support Ship and ultimately Aircraft Carrier designs, as well as support to enhance Brazil's naval combat system using technologies gained in developing CMS-1 Combat Management System and Artisan radar for the U.K. Royal Navy. **Source : MarineLog**

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Gloves off in Mombasa-Dar es Salaam punch-up

The East African ports of Dar es Salaam and Mombasa are vying for greater cargo volumes originating from and destined for Africa's interior, particularly Uganda. The Tanzania Ports Authority (TPA), which owns Dar es Salaam, is launching a container terminal concession programme that targets the Ugandan market. "The 1 800-kilometre route from Dar es Salaam to Kampala via Mutukula has been upgraded to tarmac – and transit days have fallen from 29-days to four days," Flavian Kinunda, the port authority's marketing director told London's Containerisation International.

Kinunda added that the corridor was now an effective alternative to the Mombasa transit, as he said Kenya's main port was crowded. Meanwhile, at the Kenya Ports Authority (KPA), officials aim to expand the port's container facilities, reported the Shipping Gazette. The KPA is also accused of rejecting claims of serious congestion at Mombasa, pointing to significant increases in productivity over the last two years and its strategy to develop the processing of containerised cargo off-dock.

This capacity will be boosted next month with the opening of a new facility developed by SDV Transami, an operating unit of the Bollore Africa Logistics Group (BAL), the report said. An estimated US\$8-million (equivalent of about R56.72-m) has been invested in the facility, according to BAL's regional director for the East African zone, Tony Stenning.

"Kenya is strategically placed in the East African region and with the economy growing fast, the volume of trade is expected to increase which could lead to congestion if facilities like these are not constructed," he said.

Source : cargoinfo.co.za

Seas under siege

BEING a nation surrounded by seas, Malaysia's reliance on the seas cannot be overemphasised. The seas provide sustenance, resources, transportation and livelihood to many people. They also act as a conduit to events that have shaped our history. They facilitate an estimated 95% of our international trade that is pivotal to our socio-economic growth, and are important to our strategic interests. To underscore the value of the seas to the nation, the Malay term 'tanah air' for 'motherland' consists of the word air which means water, in reference, and deference, to the bountiful seas that surround this blessed nation.

Despite our dependence on the seas, we have been nonchalant towards the upkeep of the seas. We count on the seas to provide us with riches aplenty. We eagerly extract their resources but care little to protect the marine environment.

We seem to think that the seas can offer infinite amount of resources and have endless regenerative powers to replenish the resources for our consumption. There are many worrying signs that the seas are under enormous strain arising from our antagonistic and irresponsible attitude towards the upkeep of the seas.

These symptoms include dramatic depletion of fish stocks, eroding coastal lines, increasing pollution from sea- and land-based sources, presence of invasive alien species, deforestation of mangrove areas and destruction of coral reefs, among many other telltale signs. If these threats are not worrying enough, the seas also face the growing threat of climate change that can cause irreplaceable loss and damage to their resources, habitat and ecosystems.

Recent frequent occurrence of typhoons, hurricanes and tsunami underscores the devastating havoc that angry seas can wreak. The imprints of climate change arising from mankind's rapacious exploitation of Mother Nature and irresponsible behaviours towards the environment can be seen in some of these 'natural disasters'.

Given the multiple threats faced by the seas, it is imperative that more concrete and urgent actions are taken to mitigate the risks and address the challenges emanating from overexploitation and poor maintenance of the seas.

The need for the 'stakeholders of the seas' – which include among others shipping companies, shippers, coastal communities, industries, fishermen, maritime-related organisations, environmentalists, scientists, regulatory and enforcement agencies – to step up efforts to mitigate the manifold threats faced by the seas has become urgent.

Much effort has been undertaken by various stakeholders to protect and manage Malaysia's seas and protect their resources. While some of their initiatives have borne results, our seas are still vulnerable to many man-made threats, and our coastal zones are exposed to natural threats. We cannot afford to think that we will be spared from the emerging threat of climate change and rising ocean levels that can threaten marine ecosystems and resources and coastal communities. To this end, the stakeholders of the seas must increase their efforts to ensure that offshore activities and along the seas are carried out in a sustainable and environmentally friendly fashion.

This is imperative to ensure those whose livelihood depends on the seas can continue to harvest their riches, and the nation's socio-economic and strategic interests are safeguarded. For this to happen, an all-out approach needs to be undertaken not only to address the issue of pollution and overuse of the seas but to instill awareness among the members of the public of the importance of protecting the seas.

Constant efforts must be carried out to educate the public of the need to use the seas in a responsible fashion and to inculcate a love for the seas. To protect the seas, a common national vision articulating sustainable use of coastal and marine resources in the country must be articulated. It is becoming apparent that Malaysia needs to have a National Ocean Policy that provides a blueprint for the good management, responsible and sustainable use and protection of the nation's seas.

To this end, it is encouraging that the National Oceanography Department under the Prime Minister's Department has kickstarted efforts to establish such a policy to help government agencies, policymakers and other stakeholders to address the gaps in the use, management and protection of the seas and to conserve our marine resources.

Given the fluid, expansive and trans-boundary nature of the seas, and the multiplicity of complex issues and challenges they face, governing the seas using a piecemeal basis is no longer effective. For such a policy to be established, solid partnerships arrangements, strong regulatory framework, effective mechanisms, adequate technical capacity and resources, political will and strong public support must be put in place.

To ensure the success of ocean conservation, protection and sustainable development programmes, there must be strong partnership among regulatory agencies, NGOs, conservation and management programmes, research institutions, private sector and coastal communities. It is heartening to note that many initiatives to promote sustainable use and management of marine resources and environment have been carried out in the country.

Some of the efforts are still nascent and will take a considerable amount of time, resources and commitment to bear fruit. But efforts in areas such as reversing beach erosion, replanting of mangrove saplings, and protection of endangered species have shown some success. These should provide encouragement to those who tirelessly work to conserve the seas and their resources.

Make no mistake: the challenges facing the seas are manifold and complex, the amount of resources required to address them enormous, and the solutions not easily forthcoming. However, we must make it a priority to act quickly to protect the beleaguered seas. The task to reverse the damage already inflicted by mankind to the seas is no doubt daunting, but it is pivotal that we do not waver in our efforts to protect and preserve the seas. The fate of the seas depend on the actions we take today.

The choice is ours: either we leave future generations to inherit clean, safe and healthy seas, or we will be held accountable for saddling them with distressed seas due to our recklessness, irresponsibility, indecisiveness and inaction. **Source : The Star**



The juice carrier **CARLOS FISHER** with an unusual cargo stored on deck, parts for windturbines , seen inbound at the Westerscheldt River – **Photo : Cees de Bijl (c)**

First LNG powered tanker is classed with GL

GL has classed the 25,000 dwt product tanker '**Bit Viking**', which will be the world's first tanker to be converted to run on LNG. It will also be the first ship with GL class using gas as fuel, the class society said. The ship will be retro-fitted with a dual fuel Wärtsilä engine Sea trials are planned for May 2011.

With two 500 cu m tanks fitted, the vessel will have a range of 12 days. She is owned by Tarbit Shipping and operated by Statoil along the Norwegian coastline. The conversion will enable the vessel to qualify for lower NOX emission taxes under the Norwegian government's NOX fund scheme.

'Bit Viking' is fitted with twin screw propulsion, with each screw currently powered by a 6-cylinder in-line Wärtsilä 46 engine running on heavy fuel oil (HFO). The conversion involves changing these to 6-cylinder in-line Wärtsilä 50DF

dual-fuel engines that will operate on LNG. The ship has been built with double engine rooms, propellers, steering gears, rudders and control systems.

"The use of LNG could reduce carbon emissions by 23%, with even bigger reductions of 80% in NOx and 92% in SOx emissions", said GL's Dr Pierre Sames. "Using gas as a fuel can be one of the major contributors to meeting emissions targets." GL has issued guidelines for gas as ship fuel on the application of the IMO regulations. These guidelines have been in force since 1st May and apply to all ships excluding liquefied gas tankers.

The internal combustion engine installations subject to the IMO interim guidelines may be single-fuel (ie natural gas) or dual-fuel (gas and fuel oil) machines, while the natural gas may be stored in gaseous or liquid state.

The guidelines are to be applied in conjunction with the relevant provisions of SOLAS, 1974, and the Protocol of 1988 relating thereto, as amended. **Source : tankeroperator**



The **Well Enhancer** seen sailing from Whitehill Point, North Shields during a dark and wet morning for Aberdeen.

Photo : Kevin Blair ©

Gate 2A of Chennai Port likely to be opened by Thursday

A delay in opening up of Gate 2A of Chennai Port Trust off East Kalmandapam Road for vehicular movement has resulted in piling up of laden and empty container vehicles both inside and outside the Port premises.

The Chennai Corporation had stated that the road would be ready for vehicular traffic from September 17. On Saturday only empty container vehicles were allowed to ply to test the road strength. The road was closed for traffic on Sunday to allow procession for the immersion of Lord Ganesha idols into the sea. "As of now, we can see at least 400-500 empty container laden vehicles stranded inside the Port as well as outside. Besides, vehicles are standing in a long queue along S.N. Chetty Road. Traffic is expected to resume late in the night. However, it might take at least a week for the Port authorities to clear the backlog. This will definitely affect big automobile companies that works just-in-time concept, electronic hardware firms and others," said a port user.

Currently, Gate 1 handles around 1,300 vehicles of import containers and 1,300 vehicles of export containers. Gate 2A was handling around 1,500 containers per day. It was closed on June 18 for heavy vehicles due to the caving-in of the

road resulting in damage of the 30-year old storm water drain. Chennai Port Trust immediately diverted the container vehicles towards Gate 1.

The 30-feet Kalmandapam Road was reduced to a narrow strip due to caving-in and it took nearly three months for the Corporation officials to rectify the damaged road as it had an archaic storm water drain and the flow of sewage water was continuous.

"A concrete slab was placed a few weeks ago and the road will be levelled soon. It would take another two-three days to black top the road. Till then, we have to use Gate 1," the Port user said. Port official said that they would open Gate 2A by Thursday and hope to clear the backlog soon. **Source : The Hindu**



In Rotterdam the sheerlegs **TAKLIFT 1** was loaded on the **GIANT 3**, the brage will be towed to Singapore where the sheerlegs will be used for the wreck removal of the **HYUNDAI 105**

Photo : Wim Kosten – www.maritimephoto.com (c)

First direct Vietnam-US container shipping service launched

The first container ship of Chile-based CSAV Norasia shipping line has arrived at Tan Cang-Cai Mep port in the southern province of Ba Ria-Vung Tau to carry cargoes directly from Vietnam to the US. CSAV Norasia, the largest shipping firm in Latin America, will offer 11 trips from Vietnam to Long Beach in the US every week, with one trip scheduled for 23 days. Previously, all shipments from Vietnam to the US had to be in transit in Singapore and Shanghai, China. **Source: Saigon GP Daily**

Unifeeder, Carr sign deal

LEADING European feeder operator Unifeeder hopes to increase its share of shortsea door-to-door cargo by collaborating in Italy. The Danish group has signed a strategic partnership with its Genoa-based agent Thos Carr & Son for more exclusive representation in the Italian market. The agent is now fully integrated with the central Unifeeder IT system after introduction of a dedicated Unifeeder team at Carr, the feeder operator's shortsea director Simon Galsgaard told Fairplay.

The Italian market will not be served directly by vessels; instead, Unifeeder will continue to rely on weekly block train capacity from northern Italy to Rotterdam and Hamburg, where cargo will be transferred to vessels destined for the UK and the Baltic Sea. Shortsea door-to-door cargo represented just 10% of Unifeeder liftings last year, but Galsgaard

said the recession last year created fresh opportunities to increase its business: "There is a tendency towards greater acceptance of co-modality."

The failure of many trucking companies prompted shippers to look for alternatives, he said. Shippers are increasingly splitting volumes between pure road-based trailer operators and intermodal box operators. With its 38 vessels, Unifeeder is covering deepsea box transhipment and shortsea cargo in a combined fashion, Galsgaard pointed out: "The products support each other." **Source : Fairplay24**



Above seen the recently refurbished **OUBAN ABASOV** which has berthed at the Baku sea port for the annual Oil & Gas holiday.

Photo : Graham Lyon ©

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Dutch tug refitted for Indonesian port

Government-owned port operator Pelabuhan Indonesia III has recently received a large Dutch-built tug **'Anoman V'**. Built in the early 1990s, the tug has undergone some modifications and now has three fire monitors in addition to extra bow fendering to make it better suited for port operations.

With recent increases in container traffic at the Port of Tanjung Perak (Surabaya) on the island of Java, the need was identified by the owners to further upgrade the tug for improved handling of the container ships. The Cummins distributor of Indonesia, Altrak 1978, won the contract to replace the boat's engines with a pair of Cummins KTA38M1 engines, each developing 746kW at 1800RPM.

These will power the tug's existing Schottel SRP 550 EP Z-drives (rudder propellers) with reductions of 5.059:1 and 1750 M/M fixed pitch four blade propellers. With a beam of 8.6 metres on an overall length of 29 metres the boat made 11.8 knots on sea trials and demonstrated a 20-tonne bollard pull. Capacities include accommodation for a crew of 12, 108.41 tonnes of fuel and 39 tonnes of water. A Cummins 6C-cp 135 kW generator set will meet ship's electrical power requirements. **Source : Baird Maritime**



The **PRIMULA SEAWAYS** seen near Terneuzen – **Photo : Cees de Bijl (c)**

Shipping Corporation of India acquires new vessel

Corporation of India Ltd (SCI) said on Sunday that it has accepted delivery of a Large Range-I (LR-I) Product Tanker, m.t. **Swarna Brahmaputra**. The vessel is the third of SCI's six LR-I size product tankers which are being constructed at STX Shipyard, one of the shipyards of repute in Korea. Orders for these vessels were placed in October 2006.

While the first two vessel were delivered to SCI during July and August, 2010 respectively, delivery of the balance three LR-I product tankers are scheduled within October 2010, SCI said in a statement here. The vessel has a gross tonnage of 42,845 tonnes and deadweight of 73,606 tonnes at scantling draft. The vessel has been classed with LRS and IRS and has been built to comply with the latest and most stringent international regulations. The ship also complies with the requirements of "Green Passport" notation, a safe & environmentally sound approach from building stage to recycling.

India as a nation is heavily dependent on import of crude oil and transportation of petroleum products along the coast. Having product tankers under Indian flag provides vital energy security to the country, the release said. **Source : Indiatimes**



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The **UNION HAWK** seen giving a demonstration off Terneuzen during her delivery trip from Spain bound for Antwerp
Photo : P., M. & Ph. van Luik - www.shipsofterneuzen.nl ©

Kenya to build US\$1.4 billion multi-purpose port at Lamu

KENYA is constructing a general purpose port at Lamu in Manda Bay in the country's north at an estimated cost of KES1.2 trillion (US\$1.4 billion). The Lamu development is part of the Vision 2030 infrastructure plan to stimulate growth in northern and eastern Kenya and provide better transport links to the Sudan and Ethiopia.

This scheme comes after the Ministry of Transport (MoT) issued an official "Request for Expression of Interest" the international infrastructure sector, a preliminary step towards bidding. The MoT covers dredging and land reclamation at the site; construction of three berths capable of handling bulk and containerships of up to 100,000 deadweight tons (over 8,000 TEU capacity) and general cargo/multipurpose tonnage of 30,000 tons; and building of associated infrastructure, such as rail yards, warehouses and office buildings, reports London's Containerisation International.

The MoT states that all bids for the project are required to be submitted by October 15. The government will then compile a shortlist and a tendering programme will be launched. Source : Schednet

OLDIE – FROM THE SHOEBOX



Picture taken early 1957 during an outing to the Pyramides with the crews of tugs "**ZWARTE ZEE**" and "**POOLZEE**", together with some of the shore staff of **SMIT SVITZERS SUEZ SALVORS**, engaged in the Suez Canal wreck clearance operations, under contract of the United Nations. Many familiar faces, but names are a different story. I recognize top left Mohamed Ali, Representative of Gray McKenzie, Smit's Agents at Port Said and well known to the tug's crews in those days.

Fifth from top left **Mr. de Wit**, Cashier Smit Maassluis office and further **Sparks van Eik** (**Zwarte Zee**) **P.H.L. Van Eijck** (then Chief Mate "**POOLZEE**") and the undersigned somewhere in the middle (top), below left **Bram van Dorp**, then Chief Mate "**ZWARTE ZEE**". The wreck clearance operations lasted from December 1956 to the end of May 1957, when 42 wrecks had been dealt with and the Suez canal was again open for the International Shipping.

Photo : Coll Hans Meeuwisse

.... PHOTO OF THE DAY



The **SK LINE 201** seen anchored off Singapore – Photo : Piet Sinke (c)

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