

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 294



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A photograph showing two large workboats with yellow cranes lifting a large, yellow and black striped pipe from the water. The pipe has "ACTA MARINE" written on it.

Above seen the 1982 built cruise liner KRISTINA KATARINA leaving Grand Harbour, Malta for the first time on Sunday 17th October 2010.

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

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EVENTS, INCIDENTS & OPERATIONS



Left seen the 2010 built SUNREEF 114 type **CHE** flying a BEL flag off Grand Harbour, Malta last Friday 15th October 2010.
She is the first biggest sloop catamaran in the world.

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

Somali pirates extend their range

NATO warned that " Pirate Action Group consisting of a Fishing Vessel **Tai Yuan 227** has been sighted in position 1139N 06302E...**THIS FISHING VESSEL IS PIRATED AND IS OPERATING AS A MOTHER SHIP.**"

This is just the latest in a string of reports of pirated ocean-going fishing vessels being used as Somali pirate mother ships.

According to the International Chamber of Commerce International Maritime Bureau (IMB) this use of mother ships has enabled to reach as far as the southern Red Sea, where they hijacked a chemical tanker in July 2010, the first such hijacking recorded in the area. The ship in question, the 13,065 dwt Marshall Islands flagged **MT Motivator** was seized after it reported it was under small arms in the northern Bab Al Mandeb

area in the southern Red Sea. According to the latest quarterly IMB report, Somali pirates continue to extend their range. intensified attacks away from their own coast and were responsible for 44 percent of the 289 piracy incidents on the world's seas in the first nine months of 2010 and carried out 35 of the 39 ship hijackings worldwide from January to September 2010,

Pirates are heavily armed with automatic weapons and rocket propelled grenades, IMB reported.

The IMB Piracy Reporting Center's worldwide figures show that in the past nine months pirates boarded 128 ships and fired at 52. A total of 70 vessels reported thwarting attacks. Pirates used guns in 137 incidents and knives in 66, killing one crew member, injuring 27 and taking 773 hostages.

Globally, the number of vessels hijacked was higher than the 34 recorded in the same period last year, despite a slight fall in the number of piracy incidents, down from 306 in the first nine months of 2009. IMB said navies from around the world helped prevent numerous attacks off the Horn of Africa, where their presence is vital in protecting merchant

shipping against piracy. But despite a fall in the number of attacks in this piracy hotspot, the level of hijackings remained similar to that of last year.

"The actions of the navies in the Gulf of Aden and the Somali basin have to be once again commended," said Captain Pottengal Mukundan, IMB Director. "Increased intelligence gathering coupled with strategic placement of naval assets has resulted in the targeting of suspected Pirate Action Groups before they become operational. "However, this is a vast area and the navies cannot realistically cover it. The naval presence does however remain vital to the control of piracy in this area." Captain Mukundan added that more vessels had strengthened their anti-piracy measures thanks to awareness raised by the industry's Best Management Practices.

In the Gulf of Aden attacks were greatly reduced, with only 44 reported this year compared with 100 for the same period of 2009. The monsoon weather that had been deterring piracy further out to sea ended in mid-September, opening the way for renewed attacks, warned IMB. A new area of increased piracy is the South China Sea, which suffered 30 piracy attempts in the last nine months, resulting in 21 successful boardings. This is triple the number of incidents reported in the same period last year. Captain Mukundan said: "The pirates in this area use almost identical methods of attack, suggesting that a small number of groups is responsible. The fact that vulnerable vessels are boarded by pirates whilst steaming is a matter of concern."

Other parts of the world to note a rise in piracy include Chittagong, Bangladesh, where IMB warned ships' Masters to be particularly vigilant. Here an increasing number of thieves boarded vessels at anchor or approaching anchorage. Around Indonesia, 26 incidents were recorded, up from seven in 2009. In Nigeria 11 piracy incidents were reported, although, says IMB, "real figures may be much higher in this particularly violent area." **Source : MarineLog**

FAIRMOUNT FUJI FINDS MISSING VESSEL



Last Monday October 11th **FAIRMOUNT FUJI** was contracted to assist in the search operation of **MT ATTALYA**, which was lost due to a broken towline. **FAIRMOUNT FUJI**, a Multi Purpose 47tp AHT/DSV 4 point mooring salvage vessel, left Cape Town at midnight and set sail to the last known position despite the bad weather that hit the coast of South Africa.



Once **FAIRMOUNT FUJI** arrived on the last reported and from there estimated location, there was no sign of the missing **MT ATTALYA**. Due to the combined efforts of the Master, Fairmount office team and our meteorological partner, Fairmount Marine was able to follow the most likely drift pattern, based on all known information. **FAIRMOUNT FUJI** Master reported on Friday 15th October that they found **MT ATTALYA**, some 100 miles off the South African coast.

Upon arrival at the location of **MT ATTALYA**, **FAIRMOUNT FUJI** awaits the arrival of Owner's tugboat.

Celebrating The Life of David Gray Parrot



As many of you are aware **David Gray Parrot**, founder and former chief of **Titan Salvage** sailed the final voyage during the early morning hours of September 15th, 2010. The response to his departure has been overwhelming and on behalf of the entire Parrot family, I am grateful to an industry for all the support we have received as we move through this difficult time.

A memorial service will be held at the Bonnet House in Ft. Lauderdale, Florida on 18-November, 2010 from 17:30 through 20:00. The Parrot family is hopeful those of you who shared your life with David will come join us in celebrating his journey. Furthermore, we

would also like to inform you that we have developed an interactive site where people can visit to reflect on David's life; please go to www.davidparrot.com and contribute an anecdote, photo or literature. In an effort to ensure everyone who wishes to attend the service is cared for, please reach out to me at gp@titansalvage.com to confirm your attendance if you have not already. - **Christopher Gage Parrot**

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Somali pirate to be sentenced in Maersk Alabama hijacking

A Somali pirate who prosecutors say led the attack on a U.S. vessel off the coast of Africa last year will be sentenced Tuesday. Abduwali Abdukhadir Muse has pleaded guilty to charges he hijacked the ship and kidnapped its captain. Prosecutors say Muse acted as the ringleader when he and three other men seized the U.S.-flagged **Maersk Alabama** by force about 350 miles off the coast of Somalia on April 8, 2009. Once on board, the armed men demanded the ship be stopped, then took a life boat and held the captain of the ship, Richard Phillips, hostage on it.

During his plea on May 18, Muse apologized for his actions and blamed the incident on the Somali government. "What we did was wrong. I am very sorry for all of this," Muse said in a soft voice. "All of this happened because of the government in Somalia," he added. In addition to the **Maersk Alabama**, Muse was charged with participating in the hijacking of two other vessels in late March and early April of 2009. Muse told the court that he and the three other men agreed to "capture any ship that came by." He added that he did not recognize the U.S. flag on the **Maersk Alabama**. Muse and his cohorts held Phillips hostage for four days on the life boat. The **USS Bainbridge**, a U.S. Navy destroyer, came to the assistance of the vessel, and in radio communications, the pirates threatened to kill Phillips if they were not guaranteed safe passage away from the scene, authorities have said.

Four days after the hijacking began, Muse boarded the Bainbridge and demanded safe passage for himself and the others in exchange for Phillips' release, according to a criminal complaint. While he was away from the lifeboat, Navy SEALs shot and killed the three remaining pirates, authorities said. Muse was then taken into custody. Muse could receive a maximum sentence of almost 34 years behind bars. **Source : [cnn.com](#)**



The **Ocean Cygnus** with a draft of 18 mtr arrived in Rotterdam bound for the EECV terminal , she was assisted by the KOTUG tugs **SD Stingray**, **RT Adriaan** and the **SD Seal** - **Photo : Bas van Hoorn (c)**

September ship demolition numbers dissappointing for dry bulk sector, oversupply looming

Although ship demolition has flourished this year for the most parts of the shipping market, dry bulk ship owners seem to be lagging behind their tanker or container counterparts, demonstrating a reluctance to sell their older vessels for scrap. The tiniest uptick of the dry bulk market is enough to postpone any scrapping decision, thus weighing down on dry bulk freight rates, which have been struggling to overcome the BDI's 3,000-point mark, since June's collapse. Still, according to the latest monthly report compiled from shipbroker Golden Destiny exclusively for Hellenic Shipping News Worldwide, a total of 727 vessels (of all types) have been sold for scrap worldwide, since the beginning of the year. Their aggregate capacity stood at 20,506,743 tons, a figure described by Golden Destiny as quite robust when compared with the number of vessels scrapped during a similar period in 2009, which stood at 735 vessels equalling a total deadweight of 21,775,566 tons. "It seems that the Bangladesh closure has not steered the demolition activity in a tremendous downward trend, comparable with the volume of demolition transactions reported within a similar period of 2009, but the turmoil in Chittagong has hampered owners' decision for scrapping their units regardless the higher scrap prices paid by the rivals India and Pakistan since the end of May. Tankers and liners are holding the biggest share of the market in terms of reported number of demolition transactions, at 32.5% and 24.5% respectively, with passenger and Ro-Ro carriers to follow. Bulk carriers and containers are in the last rankings holding 10 % and 8.7% of the demolition market whereas during 2009 were in the spotlight holding 23.5% and 19% of the market. Overall, the demolition activity is up by 301.6% comparable with January-September 2008 period when demolition countries were paying \$450-\$500/ldt for dry and \$500-\$540/ldt for wet cargo and Bangladesh with India were offering the most competitive prices whereas China was struggling to compete by offering \$325/ldt for dry and \$375/ldt for wet cargo" said Golden Destiny.

During September, 75 vessels were reportedly sold for scrap, equalling a total deadweight of 1,295,224 tons, while indicating a negative monthly change of 11.7%. Overall, in terms of reported number of transactions the demolition activity is down by 31.5% comparable with the volume of demolition transactions reported throughout September 2009, when liners were holding the biggest share of the market (32.4%) and Bangladesh with Pakistan were on the fringes of activity offering \$300/ldt for dry and \$330/ldt for wet cargo. "Nowadays, Bangladesh is still inactive while

Pakistan is struggling to compete with India's high scrap rates. After six months of stalled demolition activity in Bangladesh, there were some rumours circulating in the market for the beaching of two units in Chittagong, one chemical tanker and one capesize vessel despite strong protests from BELA. However, this does not suggest a fully reopening of the market with the High court expected to be sit again in October" said the shipbroker's report.

Meanwhile, the industry is standing at firmer levels in terms of scrap prices as the imminent opening of Bangladesh market and the Ramadan period in Pakistan has pushed scrap rates in India at even higher levels than the rates of August. However, in terms of reported number of transactions the demolition activity appears in the low edge for almost all vessel types with the bulk carrier and container sector experiencing the biggest falls, 50% and 43% respectively negative monthly change. According to Golden Destiny's analyst, Miss Maria Bertzeletou, "the existing dry bulk fundamentals and the recent unexpected pick up in container charter rates during summer season seem that postponed owner's decision for scrapping their overaged vessels. In the bulk carrier sector, only 5 vessels reported to have headed to the scrap yards equalling a total deadweight of 269,272 tons indicating a negative annual change of 61.5% comparable with the number of bulk carriers scrapped within September 2009. In the container sector, the demolition activity is at even lower levels with 3 containers reported to have headed to the scrap yards equalling a total deadweight of 40,542 tons. In terms of reported number of transactions, tankers and liners are at the forefront holding a 26.3% and 39.5% share respectively of the demolition market whereas signs of positive movement have been witnessed in the Ro/Pax segment with 13 units reported for scrap equalling a total deadweight of 155,058 tons" she said. In terms of scrap prices and volume of transactions, India continues to lead the market under the continued absence of shipbreaking activity in Bangladesh and the Ramadan period in Pakistan, offering more aggressive bids than August. India offers \$435/ldt for dry and \$465/ldt for wet cargo while at the end of August was paying \$395/ldt for dry and \$430/ldt for wet cargo. The rivals Pakistan and China struggle with such bullishness by offering stronger levels. Pakistan is paying \$410/ldt for dry and \$440/ldt for wet cargo while China is paying \$380/ldt for dry and \$400/ldt for wet cargo. Finally, Turkey has emerged as a very active player of the market picking up smaller tonnage at levels at least \$100/ldt below India's rates with 30 vessels reported to have headed to its scrap yards. Furthermore, China achieved a remarkable firm price of \$460/ldt during the first week of October for a capesize vessel of almost 132,000 dwt built 1982. The primary reason behind this high price achieved by China is the hefty quantity of fuel remaining on board, around 1,600tons. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

Troubled trip for Costa Classica



File photo of the **COSTA CLASSICA**, seen moored in Corfu 15-07-2005 – **Photo : Piet Sinke (c)**

Costa Cruises' **Costa Classica** has a 20 m gash in its side after what should have been a routine return journey to Shanghai from Korea's Jeju Island turned into a series of unfortunate events. The first of these was when 44 of 1,300 Chinese passengers jumped ship on the resort island on Sunday -- apparently with plans of moving on to mainland South Korea as illegal immigrants. Eleven of the passengers were found in two hotels and remain in police custody facing deportation. The others face deportation if found.

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Shanghai Daily reports that the **Costa Classica** departed Jeju Island for Shanghai at 3.00 p.m. Sunday.

However, according to the Shanghai maritime authority, the liner collided with the 173,000 dwt Belgium registered bulker **Lowlands Longevity**, owned by Cobelfret, at 4:45 a.m., Monday at the mouth of the Yangtze River, northeast of Shanghai. The two ships were sailing in the same direction.

The local pilot was about to board the cruise ship when the collision took place. Shanghai Daily says that, according to an initial investigation by the Shanghai Maritime Safety Bureau, the "liner lost control due to a power glitch." The newspaper says that, in addition to receiving a 20 m gash on its starboard side, some cabins on the fifth deck were damaged, with water pouring in through broken portholes. Five ships from the safety bureau went to the scene and two of them escorted the cruise ship to the city's Waigaoqiao Port. Its next cruise (Shanghai-Japan-Korea-Hong Kong) has been canceled. **Source : MarineLog**



The **FUGRO COMMANDER** seen arriving at the river Tyne - **Photo : Kevin Blair (c)**

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The 182 mtr long Maltese flag tanker **ZAPPHIRE**, entering Valletta, Malta - Photo : Gejtu Spiteri ©

Gates orders second aircraft carrier off the Pak coast

The US is bracing for a massive step up of air strikes in Afghanistan with Defence Secretary Robert Gates ordering a second aircraft carrier into the Arabian sea off the coast of Pakistan, a media report said.

USS Abraham Lincoln has been ordered to be deployed in the northern Arabian sea apparently as part of moves to support a major offensive against Taliban in Afghanistan. The **Lincoln** will join a carrier already positioned in the area.

"Two carriers operating off the coast of Pakistan means about 120 aircraft available for missions over Afghanistan. And



that's not counting US Air Force missions flown out of Bagram and Kandahar," CBS news reported.

"Although American commanders frequently say "we cannot kill our way out of this war," that appears to be exactly what the US is doing - unleashing air strikes and special operations raids against the Taliban in an effort to force them to the bargaining table," the news channel said.

The CBS said that this is not likely to change the mind of the Taliban leadership, which

remains safe in Pakistan, but Pentagon hopes that local commanders in Afghanistan will either come over to the government side or agree to cease fire. Source : indianexpress



The **MSC DONATA** seen arriving in Rotterdam-Europoort – Photo : Marijn van Hoorn ©

NAVY NEWS

Britain to scrap flagship carrier as defence cuts bite

Britain is to scrap major defence assets like its flagship aircraft carrier and fleet of Harrier jets in a defence review being announced Tuesday as part of stinging, across-the-board government cuts. Prime Minister David Cameron will tell the House of Commons from 1430 GMT the **HMS Ark Royal** is to be decommissioned almost immediately, while a decision on a replacement for the Trident nuclear deterrent is also set to be delayed.



Photo : Iain Forsyth ©

In total, the Ministry of Defence (MoD) is facing cuts of around eight percent in the defence review. It comes ahead of a sweeping programme of wider reductions in most government departments being unveiled in a comprehensive spending review Wednesday. Cameron's coalition government, which took power in May, is battling to reduce public sector borrowing from 149 billion pounds (170 billion euros, 235 billion dollars) to 20 billion pounds by 2015-16 and many departments are facing 25 percent cuts. The decision to axe Ark Royal earlier than the 2014 date originally planned -- confirmed by government sources -- will leave Britain without an aircraft carrier capable of launching jets for around a decade.

It will be 2020 before two new aircraft carriers -- which are being introduced in part because it would be more expensive to scrap pre-agreed contracts than to go ahead with them -- can be used for this purpose. Defence Secretary Liam Fox acknowledged there was "a gap in between" of roughly 10 years but defended the situation in a BBC television interview. "I feel it is very important to be able to take a long-term view of how Britain projects its influence," he said. "The thing about the carriers is they will give you sovereign British territory from which to project British air power if we require it. "In the longer term, we want to get those new carriers which will give us that better capability." The Trident decision is also expected to be delayed for up to five years until after the next general election. This is reportedly to avoid a split between Cameron's Conservatives and coalition partners the Liberal Democrats, who oppose it.

The army, air force and navy all face cuts -- reports suggest the army could lose several thousand troops plus tanks, the air force will see bases closed and the navy will see manpower cuts. Britain is the second-biggest contributor of foreign troops in Afghanistan after the United States and news of the cuts have caused concern in Washington, prompting Secretary of State Hillary Clinton to question their possible impact on NATO. Cameron called President Barack Obama late Monday to discuss the defence review, telling him Britain would remain a "first-rate military power and a robust ally of the United States." Britain "remained committed to meeting our responsibilities in NATO and would continue to work closely with the US on the full range of current security priorities," Cameron added, according to a Downing Street statement. The defence review, the first of its kind for 12 years, comes the day after the government launched a new national security strategy. This highlighted international terrorism and cyber attacks among the biggest threats to Britain along with natural hazards like flu pandemics and foreign military crises which may involve the country. Experts have said there are inconsistencies and weaknesses in the plans.

Alex Ashbourne-Walmsley, of military think-tank the Royal United Services Institute (RUSI), told BBC radio it was a "very curious" decision to scrap the **Ark Royal** given the possible need to intervene overseas as acknowledged Monday. Paul Cornish of Chatham House added in a report this week: "Reviews of UK security and defence strategy usually fail, either because the mismatch between strategy and budget becomes too great, or because of a failure to identify and anticipate security and defence challenges as they evolve. "It is unlikely that the 2010 strategy review will be so successful as to entirely disprove this prediction."

- o HMS **Ark Royal** celebrated 25 years in service earlier this year
- o The Royal Navy's flagship aircraft carrier was built at Swan Hunter's dockyard in Newcastle
- o Construction on the hull began in 1978 and the ship was commissioned into service in 1985
- o **Ark Royal** entered service on July 1 that year and was commissioned in the presence of the Queen Mother four months later
- o The construction cost was £320m but the ship was delivered by Swan Hunter four and a half months ahead of schedule, with some mid-build alterations having been made due to lessons learned from the Falklands conflict
- o **Ark Royal** - motto '**Zeal Does Not Rest**' - is the fifth ship to bear the name
- o The first **Ark Royal**, originally built for Sir Walter Raleigh, became the flagship of the English fleet which defeated the Spanish Armada in 1588
- o The third **Ark Royal** took part in the sinking of the **Bismarck**
- o **Ark Royal IV** was the subject of a well known documentary, 'Sailor', in 1978
- o The current **Ark Royal** helped bring peace to Bosnia in 1993/94 and, following an extensive refit and upgrade in the late 1990s, took part in the second Gulf War in 2003
- o **Ark Royal** is one of the Royal Navy's two operational **Invincible Class** aircraft carriers
- o The ship can support up to 24 aircraft anywhere in the world and provides a mixture of war-fighting, peace support and disaster relief capabilities

- The current ship, at 693ft long, is larger than her two sisters, **Invincible** and **Illustrious**
- The current ship was deployed as part of Operation Telic, the codename for the invasion of Iraq, in 2003.
- It now operates as a Commando carrier capable of carrying 400 Royal Marines or soldiers and operating Chinook, Lynx, Apache and Sea King helicopters.

Defence cuts: David Cameron attacked by Royal Navy Harrier pilot



David Cameron, the Prime Minister, has been publicly rebuked over the cuts to the defence budget by a Royal Navy Harrier pilot who said he was now facing unemployment.

Lt Cdr Kris Ward, 37, questioned Mr Cameron as the Prime Minister prepared to deliver the conclusions of the Strategic Defence and Security Review, in which the Navy is expected to fare worst. Lt Cdr Ward, whose father Cdr Nigel "Sharkey" Ward, now 66, led attacks during the Falklands conflict, said: "I am a Harrier pilot and I have flown 140-odd missions in Afghanistan, and I am now potentially facing unemployment. How am I supposed to feel about that, please, sir?"

He later added: "I understand that cuts have to be made, but I am not sure that these are the right cuts." Cdr Nigel Ward, the commanding officer of 801 Naval Air Squadron in the Falklands - told BBC Radio 4's The World At One he completely supported his son standing up to the Prime Minister.

"I think this is an absolutely appalling decision which reflects one thing, and that is the intent of the Royal Air Force to take away the Royal Navy Fleet Air Arm and supplant it with their own land-based capability, which of course it cannot do. So Kris is absolutely right. "What is worse is if this Harrier decision does go through and is not reversed there is possibly going to be an exodus of the cream of our flying boys from the Royal Navy Fleet Air Arm and we are going to be left high and dry if there is a long gap before the next aircraft becomes available."

He added there was an "inherent flexibility" to the Sea Harriers that had been a major factor in the Falklands victory.

"Although we were totally outnumbered we were able to put enough aircraft in the sky all the time to oppose the opposition," he said. "So you can say almost without any question that the Harrier, or Sea Harrier, ensured success in the Falklands." The service will lose five warships; 4,000 personnel; its flagship aircraft carrier HMS Ark Royal; and the entire Harrier jump-jet arm. The changes to the carriers will also mean that British jets will not fly off a British carrier for up to 10 years.

At the question and answer session, Mr Cameron thanked Lt Cdr Ward for "everything" he had done for his country but added: "I have listened to all the military advice, and the military advice is pretty clear that when we have to make difficult decisions, it is right to keep the Typhoon as our principal ground attack aircraft, working in Afghanistan at the moment, and it is right to retire the Harrier." Another member of the staff also questioned Mr Cameron about the use of aircraft carriers under the terms of the review. "If we are punching above our weight why are we spending billions on aircraft carriers just so that US and French aircraft can take off and not UK fighters?" he said.

Mr Cameron insisted "they will have UK fighters on them" - to the response of "not for 10 years sir" from the member of staff. Mr Cameron, speaking at the Permanent Joint Headquarters (PJHQ), in north west London, insisted that the cuts would not stop Britain being a "front rank" military power.

He admitted that some "difficult" decisions had been made "but at the end of the day, we will be an absolutely front rank military power with full capability in all the services, and we will be able, I think, to point to some really important pieces of equipment and capability that we will have". The attack on the Prime Minister came hours after Liam Fox, the Defence Secretary, told BBC Radio 4's Today programme that French and US fighter aircraft would be using British carriers in the future.

Dr Fox insisted it was not unprecedented for Britain to have aircraft carriers without jets, pointing to a period during the 1970s and citing a "very limited" ability between 2004 and 2009 due to commitments in Afghanistan.

The changes to the carrier fleet have been widely criticised. The first of two new ships - costing around £3billion each - will enter service in 2016, but will only be configured to carry helicopters - not jets - before being mothballed indefinitely, or sold once the second carrier enters service. However, even when the second carrier arrives, the only aircraft likely to be able to use it will be American or French, with a new Joint Strike Fighter plane not due in service until 2020. **HMS Queen Elizabeth** will enter service in 2016 with **HMS Prince of Wales** due to arrive in 2019.

Professor Malcolm Chalmers, of the Royal United Services Institute, a defence think-tank, said: "The full message that's coming from the Government on the aircraft carriers is they wish they weren't in this situation, and if they could have cancelled them and saved a significant amount of money, they would have done.

"But I think there are going to be real difficulties with the morale of people operating that capability knowing that the Government doesn't really think they are that important." Mr Cameron is understood to have advised US President Barack Obama of the conclusions of the SDSR ahead of publication after high-profile American figures including Hillary Clinton, the secretary of state, and Robert Gates, the secretary of defence, warned that cuts which were too deep could affect Nato and unsettle the "special relationship". **Source : telegraph.co.uk**

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Korea to Boost Naval Defenses

South Korea and the U.S. will stage joint anti-submarine exercises twice a year from next year, one each in the East and West Seas. Adm. Kim Sung-chan, the chief of naval operations, made the announcement in a parliamentary audit of Navy Headquarters on the destroyer Dokdo at Pyeongtaek Port, Gyeonggi Province on Monday.

The Navy will also boost anti-sub drills during regular joint South Korea-U.S. military exercises, and 12 Korean ships will be fitted with a joint command and control system that allows Korean forces access to worldwide military intelligence from U.S. naval vessels.

To increase the efficiency of anti-sub operations in the West Sea, the Navy has moved the flight limit line for P-3C maritime patrol aircraft 27.8 km further toward the Northern Limit Line, the de facto maritime border, in the air over the West Sea. It has also installed fish detectors at about 30 high-speed boats of the Second Fleet Command and replaced the sonar on some dozen destroyers, frigates and patrol ships.

The Navy will also procure a dozen rigid-hulled inflatable boats for coastal underwater searches by 2012 and build anti-sub training ranges for the First and Second Fleet Commands by 2014. The number of 214-class 1,800-ton subs will be increased from the current three to nine by 2018, and about nine 3,000-ton next-generation subs are to be procured after 2020. Some 20 2,300-ton future frigates will replace superannuated frigates and corvettes of the same type as the **Cheonan**, which was sunk by North Korea in March, after 2012. He added a 14,500-ton landing ship the same size as the Dokdo amphibious assault ship, which can be remodeled as a light aircraft carrier within six months, will be built by 2018. **Source : Chosun**



On the Clyde last week topping up her tanks after taking part in exercise JW 02 was the **USNS LEROY GRUMMAN (T-AO-195)**. She is the 9th ship in the Henry J Kaiser class of fleet oiler and was built in 1989 at the Avondale shipyard in New Orleans for the USN Military Sealift Command. She takes her name from Leroy Grumman a naval aviator and founder of the Grumman Corporation. Her home port is Norfolk, Virginia and she is part of the Atlantic Fleet.

Photo : Tommy Bryceland, SCOTLAND (c)

SHIPYARD NEWS

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Almi Star completes Dry Dock and Special Survey

M/T Almi Star was recently dry docked in Brest, France where she successfully completed her first Special Survey. During the dry docking the vessel was extensively checked and her hull was cleaned and painted. Her systems and equipment were inspected, maintenance work was carried out and a number of upgrades were installed. Upgrades included the installation of Low Sulphur Gas Oil Feed Systems for the Main Engine, Diesel Generators and Auxiliary Boilers in order to ensure full and continuing compliance with all relevant environmental regulations. The systems for the Diesel Generators and Auxiliary Boilers were both commissioned and Class approved. The Almi Star was also upgraded with Fleet Broadband capability. **Source: Almi Tankers S.A.**

Mogelijk asbest op vrachtschip

De werkzaamheden aan het vrachtschip DP Polar bij de Curaçaose Droogdokmaatschappij (CDM) zijn vorige week direkt stilgelegd toen materiaal werd aangetroffen dat leek op asbest. Dat bevestigt Angelo Meyer, voorzitter van de vakbond PWFC.



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

De uitslag van het laboratorium waar een sample van het materiaal is heen gestuurd verwacht hij morgen of overmorgen. Het schip is net in nieuwe handen en ligt voor een grootscheepse reparatie bij CDM. Mocht blijken dat het om asbest gaat, dan zullen alle dokwerkers die aan het schip hebben gewerkt grondig gecontroleerd worden. Uit informatie via onder andere de website shipspotting.com blijkt dat het vrachtschip in 1989 is gebouwd aan een werf in de Oekraïne en voorheen de naam had van **Stepan Krashennikov** U.S.S.R. Het voer onder Italiaanse vlag en die van St. Helena maar staat nu geregistreerd onder de vlag van St. Vincent & Grenadines, met als eigenaar Marine Exploration & Mining Bahama's. Bron : Amigoe

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EIDE MARINE SERVICES AS ACQUIRE NEW 400 tons FLOATING CRANE - "EIDE LIFT 6"



Eide Marine Services AS has purchased floating crane "CONLIFT" from Aker Marine Contractors AS. The crane has a lifting capacity of 400 tons and can take deck cargo up to 1,000 tons. The new name of the crane is "EIDE LIFT 6". Eide Marine Services AS has been into the floating crane market since the 1980s and gained unique expertise. We view the acquisition as a natural strengthening of the floating crane fleet in the company and a stronghold as the leading floating crane operator in Norway. The crane will be operated which may be required and being towed by our own tugs. In connection with the acquisition, it entered into cooperation agreement with Aker Marine Contractors AS. The crane will be stationed at Hinna in Stavanger and Eide Marine Services AS will supply all floating crane services to Aker Marine Contractors AS may need. Eide Marine Services AS currently has four floating cranes with lifting capacity from 44 tons to 1,800 tons. **For more information click: www.eidemarineservices.no**



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Bourbon bows out of bulk

Paris-headquartered Bourbon is saying adieu to the bulk business. It has signed a letter of intent to sell its bulk shipping activity to a company which is 100 percent controlled by Mr. Jean-Louis Bottaro and his family. Mr Bottaro founded and managed Setaf from 1968 to 2008. Bourbon acquired dry bulk operator Setaf Saget in 1996.

Bourbon took a major step out of the bulker market in June with the sale of 16 Supramax bulkers to Genco Shipping and Trading. It said that after that disposal program its Bulk Division would own directly one 28,000 ton cement carrier, with its subsidiary Setaf Saget operating an average of 10 to 12 chartered bulk carriers.

After the sale of its bulk freight operation, Bourbon will still retain the cement carrier which is under a long-term charter and will operate it under a service agreement with the buyer. Jacques de Chateauevieux, CEO of Bourbon said that the development of Bourbon's Freight Operator activity required investments that the company would not be able to make for several years.

"This is why the sale to a professional in the bulk field is the best solution for the development of this activity," he said. "With this sale, Bourbon becomes a pure player in marine services to the offshore oil and gas industry, focused on the implementation of its strategic plan." The sale should be completed before the end of the year and should generate a capital gain of about 10 million euros. **Source : MarineLog**



The **CELEBRITY MILLENNIUM** seen arriving in Willemstad (Curacao)

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

CMA CGM gets overtures from Turkish investor

French shipping company CGM CGM, which is not out of the financial woods yet despite a return to profitability, is being wooed by the Turkish company of Yildirim which appears ready to invest US\$ 500 million in the shipping line. CMA CGM is rumoured to have debts of around US\$ 5 billion and has been casting around for investors or another means of holding off the debt which at one time threatened to bring down the world's third largest container carrier. CMA CGM has flirted with Lebanese, Belgian and US investors, with talks breaking down on each occasion. If the Turkish deal comes off it will see Yildirim, which has substantial interests in shipping, ports and mining companies, taking a 20% share in the shipping company. The French government is understood to have indicated its support of CMA CGM in the event that it is unable to secure a suitable investor. **Source : ports.co.za**

MARINE BATAM EXPO 2010



At the Indonesian Island Batam from October 19th to 21st the Marine exhibition **MARINE BATAM EXPO 2010** was held in the Pacific Palace Hotel – Photo's : Piet Sinke (c)



Disney sets maiden voyage for new cruise ship

The second of two new Disney cruise ships will set sail on April 7, 2012, the company announced Monday. Disney will begin accepting bookings on Wednesday for the 4,000-passenger **Disney Fantasy**, which will offer seven-night Caribbean voyages from Port Canaveral. The Fantasy will join the **Disney Dream**, which is scheduled to arrive at Port Canaveral this January and begin sailing three-, four- and five-night Caribbean itineraries.

The twin, 128,000-ton ocean liners are the product of a roughly \$1.5 billion expansion that will more than double passenger capacity at Disney Cruise Line, the Walt Disney Co.'s 15-year-old cruise operation. The **Dream** and the **Fantasy** will each have 1,250 state rooms, compared with 877 cabins aboard each of the two Disney cruise ships they will replace at Port Canaveral. The **Dream** will replace the **Disney Wonder**, which the company will permanently redeploy to the U.S. West Coast to sail Mexican Riviera cruises from the Port of Los Angeles. Source : [orlandosentinel](#)



The **YM UPWARD** seen enroute Rotterdam – Photo : Jaap van de Vlies ©

Diana Shipping Inc. Announces Time Charter Contract for M/V Alcmene

Diana Shipping Inc., a global shipping company specializing in the transportation of dry bulk cargoes, yesterday announced that it has entered into a time charter contract with Cargill International S.A., Geneva, for its Post-Panamax dry bulk carrier, the [m/v Alcmene](#), at a gross charter rate of US\$20,250 per day for a period of about twenty three (23) to about twenty five (25) months. The charter is expected to commence by the end of November 2010. As previously announced on October 1, 2010, the above mentioned vessel is the former m/v East Sunrise 88, to be renamed "[Alcmene](#)," a 2010 built Post-Panamax dry bulk carrier of 93,193 dwt, which is expected to be delivered to the Company by the seller during the end of November 2010.

This employment is anticipated to generate approximately US\$14 million of gross revenue for the minimum scheduled period of the charter. Separately, the Company also announced today that it has completed the transfer of beneficial ownership of two entities that together own the real property and office building in Athens, Greece, in which the Company's principal executive offices are located. The Company purchased 100% of the outstanding stock of the two property owning companies from an entity affiliated with the Company's largest shareholder for an aggregate purchase price of US\$21.5 million. **Source: Diana Shipping Inc.**



The **TENOR** seen moored in Velsen Noord – Photo : Joop Marechal ©

Crude tanker rates to hover near 11-mth lows on oversupply

Rates for crude tankers on key Asian freight routes are likely to hover near 11-month lows this week as ample tonnage outweighs strong Chinese demand, shipbrokers said on Tuesday. For refined products, rates are expected to tumble to fresh 2010 lows despite renewed interest in chartering tankers for floating storage.

Rates for 260,000-tonne crude tankers from West Africa to China fell to W52.11 from W55.32 last week. The market has hovered near 11-month lows since early September despite strong demand from China. The world's most populous country imported a record 5.67 million barrels per day of crude oil last month, a third more than a year earlier. 'It's clearly negative that we are seeing VLCC rates at present below operating levels and vessel availability at all-time highs when imports to China are this strong,' said Wilhelm Gedde-Dahl, shipping analyst at Pareto Securities. The world's benchmark Very Large Crude Carrier (VLCC) export route from the Middle East to Japan edged higher on Monday to W45.58 or US\$4,081 a day, from W44.32 or US\$3,257 a day last week. Asian demand for Middle East crude remained weak with only 80 VLCCs booked for October so far, down from 83 during the same period last month, said broker firm Meiwa International. 'Despite end (of the month) activity in the Middle East, tonnage supply is enabling charterers to maintain the status quo as rates continue to scrape along the bottom,' said broker ICAP.

BP booked a 270,000-tonne VLCC tanker to Asia, loading at the end of the month from the Middle East, for W45. Rates for 80,000-tonne crude tankers from Southeast Asia to Eastern Australia eased to W89.56 from W90.50 last week. The market on Friday matched this year's low of W89.06, reached on March 5.

Rates for Long Range 1 tankers carrying petrol, diesel and other fuel products from the Middle East to Japan tumbled to an 11-month low of W109.77 from W113.64 last week. 'There are too many vessels out there. Some are using tankers for storage with freight rates so low,' said a Singapore-based ship broker. Volumes of distillates such as diesel and gas oil held in floating storage in the English Channel totalled 14.1 million barrels by Oct 15, down 2.7 million from last month, ICAP said last week. Rates for medium range tankers from Singapore to Japan slipped to a fresh two-month low of W128.07 from W130 last week. **Source: Reuters**



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STX Pan Ocean won a \$5 billion deal

STX Pan Ocean enters into the global pulp transportation market by securing the large consecutive voyage contract (CVC) with the world's largest pulp and paper company. STX Pan Ocean announced that the company has fixed CVC with Brazilian pulp giant Fibria. It amounts to USD 5 billion. CEO of STX Pan Ocean S.R. Bae, Chief of Atlantic business H.M. Park and CEO of Fibria, Carlos Aguiar joined the official contract signing ceremony held in Sao Paulo, Brazil on October 18. Under the contract, STX Pan Ocean will transport the total export volume of wood pulp of Fibria over 25-year starting in 2012.

Fibria is a Brazilian pulp and paper company, positioned as a global leader in pulp. With a production of 6 million tons of pulp and paper per year, Fibria holds 30 percent of the global pulp and paper market. Net revenues of Fibria are expected to reach over \$4 billion this year. In the beginning of this year, STX Pan Ocean restructured the organization and the Company especially divided the tramp division into two geographically specialized businesses, Atlantic business and Oceania business, which implies that the Company expanded its business scope in the Atlantic as a means of developing new business models. As a result, the Company could successfully penetrate into the global pulp transportation market that is currently occupied by the European shipping companies along with the steel-focused transportation. This CVC gives the Company a chance to not only become a worldwide leading wood pulp carrier, but also further expand its business areas. Moreover, the Company has secured the stable sales revenue sources with this long-term contract, which lasts for 25 years. Fibria mentioned "STX Pan Ocean's marketing and operation capabilities are proven in the world market" and "We expect that STX Pan Ocean will provide us with stable shipment service over a long period of time and hope that this contract will be a win-win scenario between a vessel owner and a major shipper." STX Pan Ocean's CEO, S. R. Bae said "We have been putting all our efforts to strengthen our marketing power all around the world". He added that the accomplishment attributes to the management of STX Pan Ocean who have concentrated on seeking new business opportunities and developing strategic business models between shippers and carriers in Brazil and China. **Source: STX Pan Ocean**



The **AIDABlu** seen moored in Santa Cruz de La Palma October 12th, 2010 – Photo : Jan Dekker ©

Chemoil to expand UAE oil storage to 675,000 cu m

Chemoil is the latest oil trading firm to expand its storage capacity in the Middle East and has taken a \$90 million loan from banks in Abu Dhabi, Dubai and Singapore to fund the project, it said on Tuesday. Singapore-listed Chemoil (CHEL.SI: Quote), in a joint-venture with Gulf Petrol Supplies LLC, will expand the capacity of its terminal in the United Arab Emirates port of Fujairah to 675,000 cubic metres (cu m) from the current 90,000 cu m.

The project is expected to cost \$130 million on completion in 2012.

"The Fujairah facility will also significantly expand our worldwide fuel terminal business, helping to provide stable recurrent income amid current market volatility," Chemoil managing director Sanjay Anand said in a statement.

Chemoil's expansion will take the total storage capacity in Fujairah, the world's second-largest bunkering port, to around 6.7 million cu m in the next few years, from 3.0 million cu m currently. Azerbaijan's Socar Trading has also announced plans to build a 640,000 cu m storage terminal, for both dirty and clean fuels, in a joint-venture with Swiss trading house Aurora Progress by late 2011, which it plans to lease out.

Other players expanding capacities in Fujairah include Gulf Petroleum, which plans to double its capacity to 710,000 cu m and the Oil Marketing & Trading group to 300,000 cu m. Storage operator Royal Vopak (VOPA.AS: Quote) is now the largest capacity holder in Fujairah, with 1.5 million cu m of dirty and clean capacity.

"There's a lot of construction going on in Fujairah by way of new oil terminals and most of the plans were made before the crisis," a Middle East-based fuel oil trader said. "But now, with the downturn hitting Dubai quite hard and Fujairah losing some bunker volumes to regional ports, I'm not quite sure if the same pre-crisis growth can be expected."

Fujairah is also losing its status as the world's second-largest port as volumes get drawn away to other ports in the Middle East, industry sources said. Estimates by some traders showed that its volumes have fallen by as much as 40 percent in the past year, down from its 2008 total of 1 million tonnes a month.

Chemoil is a major supplier of marine fuels in Asia and the U.S. West Coast and has a 482,000 cu m storage terminal in Singapore. Glencore, the world's largest independent commodities trader, recently took a controlling 51 percent stake in Chemoil. **Source:** af.reuters.com

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Evergreen Chairman Sees intra-Asia Growth Coming

The growth of the intra-Asia container trade lanes will make up for the slower growth of markets in the U.S. and Europe, according to the chairman of Taiwan's Evergreen Marine. "Intra-Asia trade will be the focal point of container shipping industry in the future," Bronson Hsieh, the chairman of the world's fourth-largest container line, told The Journal of Commerce's Trans-Pacific Maritime Asia Conference in Shenzhen on Tuesday. He said the intra-Asia market will continue to benefit from further liberalization of regional trade and the recovery of the global economy. But he warned that the ASEAN countries must invest in expanding their port infrastructures in order to benefit from the expanding trade. "Boosted by the expansion of China's domestic market, intra-Asia trade was able to reduce the impact of an economic recession. So, in contrast to the severe decline in most trade lanes, the intra-Asia market was able to maintain a high degree of stability throughout the global financial storm," Hsieh said. The Asian market this year has also been boosted by regional free trade development under ASEAN and is showing strong growth. The economic growth of ASEAN countries will raise the income of their consumers and increase the demand for the manufactured goods to improve their standard of living. "For China's export industries, it provides a growth opportunity to make up for the slower demand in the U.S. and Europe," Hsieh said. Intra-Asia cargo volume decreased 2.6 percent in 2009, but during the first half of this year, cargo volume increased 16.9 percent. The performances of both periods outstripped the long-haul markets from Asia to the U.S. and Europe. Hsieh said the fleet of very large containerships is expected to increase to 335 ships with an estimated 200 more expected to join the market by the end of 2013. Previously, vessel sizes utilized in the intra-Asia services were limited to about 3,000 20-foot equivalent units due to the capacity of ports and terminals in Southeast Asia. But excluding the Far-East legs of long-haul services, Panamax vessels are being deployed to six intra-Asia loops. "With the investment in expansion of terminals in ASEAN countries, the fleet size of ships will continue to increase," Hsieh said. This year the cargo growth and capacity increases in intra-Asia trade lanes were responsible for port congestion in Vietnam, the Philippines and Indonesia. Those situations highlighted the shortage of terminal capacity in these countries. To secure the benefits of free trade agreements, many ASEAN nations are prioritizing the improvement of port facilities and expanded terminal capacity. "Modern ports are more than gateways for marine transport. They are also an important link in the global supply chain. If terminal capacity does not keep up with increased vessel tonnage, it will negatively impact the efficiency of cargo movements, increase storage costs and raise the uncertainty of logistics management," Hsieh said. The result would be the decline in carrier competitiveness and ultimately, plans for investment. "If a country wants to promote foreign trade, therefore, it is imperative that the efficiency of terminal operations be a priority," he said.

Source: Journal of Commerce



The **CARIBBEAN EXPRESS** arrived from Salvador, Brasil off Cape Town at 10am yesterday morning – built in 1976 as **KRONPRINS HARALD** – becoming **ADMIRAL OF SCANDANAVIA** in 2003. By the amount of smoke she is emitting, I would imagine her engines are almost at an end and that she is headed for Alang

Source / Photo : Iain Shiffman ©

Rotterdam gets first slabs from ThyssenKrupp

On October 18, the first slabs from the new Brazilian steelworks of ThyssenKrupp were unloaded at the Steinweg steel and metals terminal at Rotterdam Maasvlakte. The 396 slabs equal a total weight of almost 10,000 tonnes. The shipments will be raised to 70,000 ton each, arriving approximately every ten days by Panamax vessels from the port of Santa Cruz.

The terminal of C. Steinweg-Handelsveem can handle vessel up to a draught of 17 meters and is equipped with four bridge cranes with specialised spreaders for metals and coils and magnetic ones for slabs. The slabs are stacked 'between the crane legs', avoiding intra-terminal transport and allowing efficient transfer to hinterland modes of transport. These comprise of inland barges of ThyssenKrupp Veerhaven or trains to the Duisburg rolling and coating facilities of ThyssenKrupp Steel Europe, Germany's biggest steel producer, where they will be processed into flat products for European auto manufacturers, for example.

Directly after production in Brazil, the slabs are tagged with an RFID chip that permits fully automatic handling on every part of the route. The chip contains essential information about the customer specific produced slab, allowing it to be identified, stored, transported and correctly processed all the way from Brazil via the Netherlands to Germany.

The new integrated mill of ThyssenKrupp CSA Siderúrgica do Atlântico began producing slabs at the start of September this year. The mill is situated in Rio de Janeiro state and represents the biggest industrial investment in Brazil in the past ten years and the first major steel mill to be built in the country since the mid-eighties. The investment project is of central importance to ThyssenKrupp's growth strategy for premium carbon steel flat products in Europe and North America. After the full ramp-up – at present only one BF/BOF production line is in operation – the mill will produce a total of five million metric tons of high-quality, low-cost slabs a year. It is scheduled to reach full capacity at the end of fiscal 2011/2012. Three million tons of the total capacity will go to the ThyssenKrupp processing plant currently under construction near Mobile in Alabama, USA, while two million tons will be shipped to ThyssenKrupp's plants in Germany..

The slabs are stacked 'between the crane legs', avoiding intra-terminal transport and allowing efficient transfer to hinterland modes of transport. **Source:** portofrotterdam



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.... PHOTO OF THE DAY



On the 20th of October the new building DNSN Patrol Vessel of the Holland Class the **P 842 FRIESLAND** was rolled out her building shed at the Damen Shipyard Galati. The patrol vessel is under construction for the Royal Dutch Navy. She has a length o.a. of 108.43 mtrs a beam of 16.00 mtrs a displacement of 3.750 tons and developed a speed of 21.5 knots.

Source & Photo: Hans van der Ster - www.towingline.com ©

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