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**Above seen the 2010 OCEANCO built CYM flag super yacht SUNRAYS entering Grand Harbour, Malta on Friday 22nd October 2010.**

**Photo : Capt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©**

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## EVENTS, INCIDENTS & OPERATIONS

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The [Jin Hyang](#) seen arriving in Dunedin to load fertilizer for Australia. - [Photo : Ross Walker ©](#)

## AU asks UN for Somalia air and naval blockade

The African Union has asked the United Nations Security Council to back a naval and air blockade of Somalia, BBC reports. A blockade would stop piracy and the flow of arms reaching insurgent groups fighting the transitional government, said Ramtane Lamamra, AU commissioner for peace and security.

Mr. Lamamra also repeated a call for international troop numbers to be increased from under 8,000 to 20,000.

Somalia's fragile government is battling an Islamist insurgency. The al-Shabab militia - which now controls much of southern and central Somalia, including parts of the capital, Mogadishu - is linked to al-Qaeda. However, the government, backed by AU peacekeepers, has recently gained some ground. **Source: [bbc.co.uk](http://bbc.co.uk)**



**Smit Lerland** is in the process of being sold. Last Monday the Smit name and logo were painted out.

**Photo : Hans Hoffmann ©**

## **Interferry pushes for Philippines ferry safety**

Interferry has written to the Philippines transportation ministry with an offer of assistance in improving safety standards on domestic ferry operations. The move – echoing its current efforts with the IMO in Bangladesh - came in instant response to an impassioned speech by the head of a private Filipino ferry company at the trade association's thirty-fifth anniversary annual conference in New York.

Christopher Pastrana, founder of Philippine Archipelago Ferry Corp, said he was ashamed of the nation's maritime safety record – marked by 30 major incidents and more than 5,000 deaths over the past 30 years – particularly as more Filipino seamen than any other nationality were employed in the world fleet.

Speaking during a session on developments in emerging markets, Mr Pastrana said his company had carried ten million passengers since joining the government's Strong Republic Nautical Highway service expansion project in 2004, but had done so with nine different Ro-Ro ships that came from a variety of countries and were not purpose-built.

"The current Philippines ferry fleet averages 25-28 years old and most have been purchased second hand from Japan, China and Norway, which probably contributes to the high incidence of maritime accidents in the country," he pointed out. In a drive to lead safety and efficiency improvements, the company has financing in place and is preparing to order ten new Ro-Pax catamarans, designed by Australia's Sea Transport Solutions.

"We will revive the Philippines marine industry with international class vessels operating in domestic waters," said Mr Pastrana, who is also president of the Philippine Ro-Ro Operators Association and a captain in the national coastguard auxiliary. Asked what the government was doing about the 'appalling' safety record, he said the public and private sectors must work hand in hand on a fleet modernisation programme but stressed: "We in the private sector have to



take the initiative to raise the bar and set an example to other operators by phasing out older vessels. We hope our new ships will encourage other owners to go this way."

The Interferry board reacted immediately by authorising a letter from CEO Len Roueche to Jose deJesus, secretary of the Philippines transportation department. Mr Roueche wrote: "The presentation by Mr Pastrana was without doubt the highlight of the conference and outlined a bold new move by the Philippines to address its poor record in ferry safety.

"Interferry has long advocated improved ferry safety standards in developing countries and applauds this new initiative to move ahead with modern ferry designs that are safer and more environmentally friendly. Should your government require any assistance on this project, please do not hesitate to contact us."

The trade association is four years into a ten-year Memorandum of Understanding with the IMO, where it has consultative status, to cut ferry fatalities in developing nations by 90 percent. Under the initiative, pilot schemes have been launched in Bangladesh focusing on crew training, weather reporting and the compilation of a vessel database.

Explaining the approach to the Philippines, Mr Roueche stressed: "We are awaiting full implementation and feedback from Bangladesh. Meanwhile we have been considering ways of engaging with other developing countries that may also be in need of our expertise and experience – and Mr Pastrana's presentation absolutely inspired us to make an immediate offer of support in that direction."

The Interferry CEO plans to discuss the offer with IMO officials next month when he attends the next session of the Maritime Safety Committee. **Source : Baird Online**



## Cost of piracy 'uncertain'

The true cost of the Somali pirate attacks on international shipping in the Gulf of Aden is still unclear, new research has revealed. According to a report by the Actuarial Profession, due to be published at the General Insurance Research Organisation conference later this month, the lack of statistics on maritime piracy make the estimation of the risk difficult.

"Piracy attacks have been on the increase in the last 15 years. But, since 2006, the level of attacks has increased by an average of 125% and this is almost entirely due to the attacks by Somali pirates," said Neil Hilary, a staff actuary with the profession and one of the authors of the report."

"However, the challenge to the actuaries involved in pricing maritime insurance products is considerable. Firstly, actuaries are used to working with statistics which number thousands and tens of thousands. Despite the increase in piracy attacks, the numbers are still relatively small. "Secondly, the information about the attacks issued by shipping owners is often vague. Understandably, shipping owners don't wish to encourage further acts of piracy, but without knowing the full details we cannot come up with the true cost." – **source : Waves**

## DAMAGE SEEN TO THE COSTA CLASSICA IN SHANGHAI



Above seen some photo's of the damage to the **COSTA CLASSICA** which collided October 19<sup>th</sup> with the cargo vessel **LOWLANDS LONGEVITY** at the mouth of the Yangtze River during early morning which was travelling in the same direction. The 1,311 passengers, mainly Asians, but with some American and Canadian, were summoned to their emergency muster stations and the ship docked at 10am. A statement from Costa's head office in Italy read: 'After the incident a few guests reported to the ship's medical staff for minor injuries. Upon arrival of the ship in Shanghai three of them were sent ashore for further medical checks.

'Costa is very regretful that this incident has occurred and is working closely with Marine Safety Administration of Shanghai to fully investigate this matter. 'Costa is sorry for any inconvenience caused to passengers as a result.'





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## Mumbai port slowly turning into a dump yard

One of India's busiest ports is slowly turning into a dump yard. Eleven shipwrecks and several small ships abandoned off Mumbai's coast in violation of international norms are making a gory picture of the Mumbai port.

It's over two months since the ship collision off the Mumbai coast triggered an environmental crisis. However, a precariously tilted MSC Chitra is still stranded. CNN-IBN has exclusive access to the obstruction chart of the Mumbai

Port that shows wreckage of 11 ships are already rotting here for decades. Port sources claim that many ships are also stuck.



the port.

According to the law, the owner is supposed to remove the wreck of a ship immediately after an accident, but while this rule is stringently complied with across the world, when it comes to India lax authorities simply let the owners off the hook without clearing the mess.

What's even more alarming is that the authorities don't even know the exact location of these wreckage and also their contents, which could be tons of toxic cargo. Bittu Sahgal, Editor, Sanctuary Asia said, "This is unheard of. We are a soft target for shipping companies. If they were to do the same thing in Amsterdam or a New York harbour I can assure you those companies would be half closed down and there would be a ban on those people from ever entering

In fact, over the years, shipping companies have taken advantage of the fact that India is not a signatory to the vital International Convention on Wreck Removal. Mariners say shipping companies deliberately ply their most vulnerable ships in the Indian waters and abandon them, in case of an accident. **Source : [ibnlive.in.com](http://ibnlive.in.com)**

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## CASUALTY REPORTING



## 30 missing after ship sinks in eastern Indonesia

A small passenger ship sank Friday in eastern Indonesia, leaving about 30 people missing, officials said. The ship, Karya Pinang, was reportedly carrying 50 people when it sank off the cape of Watumanuk on Flores island, said Col. Hadiwibowo, chief of the local navy.

According to initial reports, 20 people were rescued, said Hadiwibowo, who uses only one name. "A rescue team has been sent to the location, but we have not yet received reports on the exact number of victims," he said. Willy Tal, an official at the Port Authority in Maumere, the largest town on Flores, said the ship was traveling from Palue, a small island off the island's northern coast, to Maumere. The cause of the accident was still not clear, but the ship was



sailing in heavy waves against a strong current, Tal said. Ships are a main source of transportation in Indonesia, the world's largest archipelago nation with more than 17,000 islands. **Source : HeraldTribune**

## **Cargo ship and Dutch passenger ferry collide in canal south of Amsterdam**



Dutch emergency services were searching for survivors after a cargo ship collided with a foot passenger ferry in a shipping canal south of Amsterdam Friday morning, police said. The accident shut down shipping traffic on the canal as rescuers looked for ferry passengers who might have been thrown into the water, news agency ANP reported. The captain of the passenger boat was reported missing. The accident took place near the town of Nieuwerter Aa about 30 km (20 miles) south of Amsterdam in the busy Amsterdam-Rhine Canal. The 72 km long canal was built

to connect the port city of Amsterdam to the Rhine, a major European shipping artery. Foot passenger boats in the Netherlands are usually smaller than normal ferries. **Source : PortNews**



A MEDBULK vessel seen assisted by 2 URS tugs off Vlissingen at the Westerscheldt river yesterday afternoon

**Photo : Ralf Kroon ©**

## **NAVY NEWS**

## **Grounded nuclear submarine HMS Astute to be assessed**

HMS Astute was grounded on a shingle bank for 10 hours A nuclear-powered submarine which spent 10 hours grounded on a shingle bank off the isle of Skye is to be assessed to see if its rudder was damaged. **HMS Astute** was

towed free by a tug on Friday evening and taken to deep water where a survey will be carried out. Engineers will determine whether the £1bn submarine can return to its base at Faslane on the Clyde under its own power or if it requires assistance. Its captain, Commander Andy Coles, from Devon, could now face a court martial.

Experts have launched a detailed investigation, known as a service inquiry, to try to find out why the embarrassing incident occurred. The investigation will consider if any crew were negligent and whether the captain should face an inquiry.

See also : [http://www.youtube.com/watch?v=8p2LuvoXKmU&feature=player\\_embedded](http://www.youtube.com/watch?v=8p2LuvoXKmU&feature=player_embedded)

But an Ministry of Defence spokesman said: "As it is a full investigation it would be wrong to suggest that this particular individual would be singled out at this stage." The boat was out on sea trials when it became stuck close to the Skye Bridge. HMS Astute, which was built by BAE Systems in Barrow in Furness, Cumbria, was not expected to enter service until next year.

It weighs 7,800 tonnes, equivalent to nearly 1,000 double-decker buses, and is almost 100 metres (328ft) long.

See also : <http://www.youtube.com/watch?v=ceZgwcU2Fqw&NR=1>

Its Spearfish torpedoes and Tomahawk cruise missiles are capable of delivering pinpoint strikes from 2,000km (1,240 miles) with conventional weapons. The submarine's nuclear reactor means that it will not need refuelling once in its entire 25-year life and it makes its own air and water, enabling it to circumnavigate the globe without needing to surface.

It is thought its rudder become stuck on a shingle bank at about 0800 BST on Friday. It is believed a crew transfer from the shore to the submarine was being carried out when the incident happened. There were no reports of any injuries and the Ministry of Defence said it was not a "nuclear incident". The vessel was towed free at high tide, at about 1800 BST. John Ainslie, co-ordinator of Scottish CND, said: "This is just the latest in a long line of incidents involving nuclear submarines off the west coast of Scotland. "Inquiries into previous incidents have shown an appalling lack of common sense and basic navigation skills on these hi-tech submarines."

## Greece gets fourth fast attack boat



The Greek navy has taken delivery of its fourth BAE Systems-made fast attack boat, official in Athens say. The **HS Grigoropoulos** marks the latest of the class of seven 203-foot vessels built by BAE Systems in conjunction with Elefsis Shipyards of Greece.

Under a long-standing agreement aimed at bolstering transfer of technology programs, BAE Systems is the design authority and major subcontractor of the specific project. The company also provided on-site engineering support to the Hellenic Shipyards and has invested in state of the art manufacturing facilities to boost industrial output in Greece, a country with a tradition in

shipping expertise.

"This is a significant achievement in the program, which reflects the hard work, commitment and fantastic partnership between BAE Systems and Elefsis Shipyards to deliver these highly capable ships to the Hellenic Navy," said Alan Johnston, managing director at BAE Systems' Surface Ships division. "This approach to partnerships shows the strength that BAE Systems can bring to navies and industrial partners around the world as they look for cost-effective solutions to boost their capabilities to meet future naval requirements."

**HS Grigoropoulos** has exceeded all of its specified performance criteria in a series of platform and weapons trials leading to acceptance by the Greek navy. Defense Talk reported that the fast attack craft is designed as a high-speed, multirole platform that can operate in both anti-air and surface combat situations.



"Used by the Hellenic Navy as a high speed interception and offshore patrol craft, its extensive weapon fit on a compact hull delivers an economic solution to surveillance, intelligence gathering, patrol, interdiction and engagement of enemy forces," the report said. This is the fourth vessel to be delivered of an order of seven. The contract was originally signed with VT Group 10 years ago but the company has since then been absorbed into the BAE Systems empire. BAE Systems is a global, defense, security and aerospace company employing more than 100,000 experts worldwide. Last year it reported sales of about \$36 billion.

With endless miles of coastline, the boats have been used for fending off illegal migration, spilling into Greece from neighboring Turkey. Meantime, a major deal for the United Arab Emirates' Abu Dhabi MAR Group to buy Hellenic Shipyards -- also known as Skaramanga -- appeared to be sinking amid failure to settle several outstanding debts that still burden the shipbuilding facility. Greece is in the grips of its worst economic recession in 16 years, with the government grappling to slash its deficit, estimated at nearly 15 percent of the gross domestic product, to less than 3 percent by 2012. **Source : UPI.Com**

## **Italian Navy: "Emerald Move 2010" exercise in Senegal with boats, airplanes and helicopters**

The Italian Navy's "**San Giorgio**" and "**San Marco**" amphibious assault ships have departed from Brindisi to Dakar, Senegal, where they will take part, from 3 to 30 November, to the international exercise "Emerald Move 2010". This is the first exercise planned and conducted in the context of the European Amphibious Initiative (EAI).

The boats will carry an amphibious component of about 500 Navy riflemen and the staff of the Commander Landing Force (CLF) commanded by the Rear Admiral Eduardo Serra, captain of the landing force of the Navy. On board also four aircraft (2 SH-3Ds, average, and two AB-212s, light) of the 4th helicopter Group, based at the station of the Navy aircraft in Grottaglie, specialized in supporting amphibious forces.

In the exercise will also participate elements of the Regiment "Lagunari" "Serenissima", assets of the "Genio Guastatori" and anti-aircraft and one unit from "Combat Service Support" of the Italian Army, in the context of the national Capacity for projection from the sea.

Will take part in the operations the amphibious and naval forces of France, Holland, United Kingdom, Spain, to which will be added a representative of the armed forces of Senegal, the host Nation. There will also be observers from other African Countries. **Source : Avionews**

## **SHIPYARD NEWS**

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Seen at Shipdock Harlingen conversion of " Shell fishing vessel HA 36 " - Photo : Daniella Vermeer ©

## Sovcomflot and USC set shipbuilding contact terms for 5-6 aframax tankers

Russian shipping company Sovcomflot has agreed with the United Shipbuilding Corporation options of a contract for the construction of aframax class 5 or 6 tankers of 117,000-120,000dwt tons each. As Sovcomflot said the vessels are scheduled to be delivered in 2011-2014, PortNews reported.

"On energy efficiency and technical solutions, these vessels will be best in this class," Sovcomflot authorities said.

Other parameters of the future contract were not disclosed. Currently, Sovcomflot operates the second largest in the world fleet in the segment of Aframax tankers. The state-owned corporation books shipbuilding orders for such vessels, taking into account the volume of Russian cargoes and expanding marine oil terminals in the North West, the Far East and Southern regions of Russia. Construction of vessels of this size on existing domestic shipyards is not yet possible, the company says. However, the emerging in the Russia's Far East new shipbuilding facilities gives hope that the Russian shipyards would be able to build such large-capacity tankers in 2014.

JSC Sovcomflot (Modern Commercial Fleet) is Russia's largest shipping company, one of the world's leading energy carriers. Sovcomflot is listed among the five top tanker companies in the world. The company operates the fleet of 150 ships of total deadweight of 10,93 million tons. Sovcomflot's current shipbuilding program - 9 vessels with total deadweight of about 0.69 million tons. The average age of its tanker fleet is 6.4 years. Net income of Sovcomflot (IFRS) in the first half of the year shrank by 5% over the same period of 2009, to \$111.2 million. Revenues for the period totaled \$678.6 million (+10.9%).

United Shipbuilding Corporation, founded in 2007, incorporates three regional shipbuilding centers: JSC Western Shipbuilding Center (St. Petersburg), JSC Northern Center of Shipbuilding and Ship Repair (Severodvinsk), JSC Far Eastern Center of Shipbuilding and Ship Repair (Vladivostok), as well as leading marine design offices. **Source :** PortNews

## Taiwan's CSBC delivers 6,600TEU containership

The newly launched 'Maulin' is the third in a series of six 6,600TEU container vessels currently under construction at Taiwan's CSBC Corporation. Delivered in May, the Lloyd's Register classified vessel was designed in-house by CSBC's

advanced naval architecture department. The design features an overall length of 305.6 metres, a beam of 40 metres and a depth to main deck of 24.2 metres. Maximum draught is 14 metres at a deadweight of 81,002 tonnes.

Fitted with an aft superstructure, the bulbous-bowed hull is arranged with nine separate cargo holds with a combined container capacity of 3,097TEU. The remaining 3,492TEU of containers are carried in stacks on the deck.

Cruising at 25.3 knots and capable of a maximum speed of 26.8 knots, the vessel is driven by a six-bladed Nakashima skewed aerofoil propeller driven by a 70,020kW Wärtsila Sulzer 10RT-flex96C main engine. Auxiliary power is provided by a bank of four Daihatsu 8DC-32 generator sets, each with an output of 3,690kW.

Total fuel capacity is 7,800m<sup>3</sup>, with an average daily fuel consumption of 206 tonnes providing for a total range of some 20,700 nautical miles. Operating with a 29-person crew, the vessel is under the ownership of CSBC Hull 897 Limited and is flagged in Liberia.

With a lineage dating back to 1937, CSBC Corporation is one of Taiwan's most important shipyards with an output that includes both naval and commercial vessels. Its commercial range includes container ships, bulkers, tankers and specialist vessels such as reefer vessels, oil platforms and cement carriers. **Source : Baird Online**



Above seen the "**ARCTIC BRIDGE**" belonging INTERORIENT NAVIGATION in Hamburg, under drydocking works at **CERNAVAL SHIPYARD** in Algeciras, Spain - **Photo : David North ©**

## CSL gets orders for 20 vessels from Coast Guard

Cochin Shipyard Limited (CSL) has signed a contract for the construction of 20 fast patrol vessels for the Indian Coast Guard. Valued at Rs.1,500 crore, it is the biggest contract executed by the Coast Guard and is expected to bolster the coastal security of the country. The order, secured under severe competitions from defence and private yards, has taken the present order book position of the company to 36 ships, valued at Rs.6,000 crore. The order book includes 15 offshore support ships for various international owners. Besides, the shipyard is constructing a prestigious indigenous aircraft carrier for the Indian Navy. The fast patrol vessels have a speed of 35 knots and a length of 50 m.

It is used for patrolling coastal areas and checking insurgency. Under the contract, the first ship is to be delivered in 20 months and one every three months thereafter. The shipyard has achieved a phenomenal growth in the last few



years. Despite a global economic crisis, the shipyard continued to perform well in 2009-10. The profit before tax for the year improved by 34 per cent and stood at Rs.331.25 crore as against Rs.247.63 crore for the previous year. The net profit for the year 2009-10 was Rs.223 crore, an increase of 39 per cent when compared to the Rs.160 crore for the previous year.

The company could achieve a total shipbuilding income of Rs.1,012 crore during 2009-10 as against Rs.986 crore during 2008-09. During 2009-10, the company delivered five offshore support ships to various international owners in Norway, Germany and the U.S. In 2010-11, the shipyard has delivered six offshore support vessels to owners in the U.S. and the Netherlands.

The present contract for fast patrol vessels was signed in New Delhi on October 20, said a press release issued by the shipyard on Friday. **Source : The Hindu**



SAL's **WILMA** seen anchored off Singapore yesterday (23-10-2010) – **Photo : Piet Sinke ©**

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The new Italian AHTS **ERACLEA** seen at the Westerscheldt River - Photo: Jamie Reurink ©

## 41 luxury cruise ships to visit Kochi this year

Kochi's emergence as the busiest cruise destination in the country will once again be highlighted with the city expecting to host 41 luxury cruise liners this financial year. According to figures provided by Cochin Port Trust authorities, the Port will have a busy cruise season this financial year and the following two years.

Sources in the Port Trust said that 13 luxury liners have already called at the Port this financial year, starting April this year. Luxury liner 'The World' called at Kochi on April 4 with 100 passengers and 120 crew to kick off the year in a grand fashion.

The last cruise vessel to call at the port here was '**Oceanic**,' with 930 passengers and 330 crew, on August 16. Another 28 vessels are expected at Kochi during this financial year. The new season will start off with the arrival of '**Aida Aura**,' here on Sunday. The vessel will bring 1,266 passengers and 950 crew.

Eleven of the 41 vessels expected to call here during the financial year will have more than a 1,000 passengers. Two of these vessels, '**Queen Mary 2**' and '**Queen Elizabeth**' will bring 2,500 and 2,000 passengers respectively.

The total number of cruisers, who will have visited Kochi during the financial year will be nearly 30,000, more than any of the preceding years.

Year 2011-12 also promises to be a busy year for cruise operations in Kochi with current updates showing that the Port will host 31 cruise liners during the year. Large liners like '**Brilliance of the Seas**,' expected to bring 2,112 passengers and '**Arcadia**,' expected to bring 2,120 passengers are some of the biggest vessels expected here during 2011-12.

A total of 11 vessels scheduled to call at Kochi during the next financial year are likely to bring more than 1,000 passengers. Four of them have the capacity for more than 2,000 passengers each. Updates on the schedule for the

year 2012-13 indicate that 12 vessels have already booked their place in Kochi, starting April 1, 2012 when cruise liner **AIDAdiva** calls at Kochi. The big vessels expected during 2012-13 are '**Brilliance of the Seas**' and '**Queen Mary 2.**'  
Source : The Hindu



The **Thompson Celebration** (ex **Noordam**) seen docking in Piraeus under a full moon.

Photo : Tony Stansfield - Chief Officer **Wind Spirit** ©

## Port of Rotterdam throughput up 13.4% to 321 million tonnes in Jan-Sept 2010



The **FLINTERCARRIER** seen outward bound from Rotterdam – Photo : Kees Torn ©

Goods throughput in the port of Rotterdam increased over the first nine months of 2010 by 13.4% to 321 million tonnes. Virtually all categories of goods showed a positive trend: iron ore and scrap (+112%), coal (+2%), other dry bulk (+31%), crude oil (+3%), mineral oil products (+5%), other liquid bulk (+9%), containers (+15%), roll on/roll



off (+6%), other general cargo (+14%). Only agribulk was down (-7%). Dry bulk handling shot up by 40% to 65 million tonnes. Liquid bulk grew substantially, by 5% to 154 million tonnes. The growth in general cargo is somewhere in-between: +14% to 102 million tonnes.

Hans Smits, Chief Executive of the Port of Rotterdam Authority: "The growth is levelling off, but is still slightly higher than expected. The port continues to profit from strong European exports, for which a lot of raw materials also need to be imported. Total throughput is now exactly at the 2008 level. As mentioned earlier: it is exciting to see whether or not we will succeed in climbing out of a deep trough to achieve a record in just one year."

### **Dry bulk**

The handling of agribulk (grains, seeds, animal feed ingredients) fell by 7% to 6 million tonnes, due to the use of European rather than overseas raw materials such as rapeseed. Total losses were limited by the 4% rise in the export of grains arriving by train from Central Europe.

Slightly more (+2% to 19 million tonnes) coal was handled. Imports of coke coal for the steel industry remain high. Although coal for energy production started to catch up in the second quarter, this trend did not really continue. The competition from natural gas seems to account for this.

The handling of ores and scrap more than doubled, to 31 million tonnes. The steel plants are running again at virtually full capacity, thanks to the high demand from the automotive industry and machine building. In the meantime, the handling capacity of the Rotterdam terminals has even become stretched.

31% more other dry bulk (mainly minerals for the production of glass, paper, steel and chemicals) was loaded and unloaded. In the last two of these sectors, production is high again. Throughput for the construction sector will remain low for quite a while. The volume over 9 months amounted to 9 million tonnes.

### **Liquid bulk**

Imports of crude oil were up 3% to 74 million tonnes. Despite the low refining margins, Rotterdam's oil throughput remains fairly stable due to the strength of the cluster. Elsewhere - Wilhelmshaven, Marseilles, Dunkirk – refining capacity has been or will be halted.

The increase in the handling of mineral oil products (petrol, diesel, kerosene, fuel oil) declined slowly over the past nine months (+5%, to 57 million). Given what is expected to be a fairly low contango in the fourth quarter too, growth will not increase again sharply.

Throughput figures for other liquid bulk, in volume most basic chemicals but also biofuels, vegetable oils and fruit juices, were 9% up. The recovery to 24 million tonnes is thanks mainly to the improvement in chemical production.

### **General cargo**

Both incoming (+19%) and outgoing (+12%) trade in containers rose by double figures. Taken together, 84 million tonnes were handled, 15% more than in 2009 and close on 2 million tonnes more than in 2008. Measured in twenty-foot container units, the growth is even more pronounced: + 17% to 8.4 million TEU.

Roll-on / roll-off transport was 6% up to 13 million tonnes, thanks to the tentative recovery of the British economy. Due partly to the deployment of larger ferry ships, growth could even be slightly higher in the fourth quarter.

The handling of other general cargo is recovering further from the heavy blow dealt by the crisis. 5 million tonnes of steel, paper products, fruit, metals and project cargo were handled, resulting in an increase of 14%. Now that the Steinweg terminal on the Maasvlakte, for slabs among other things, has started operations the results for the sector will improve further. **Source: portofrotterdam**



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## Albion ferries being sold as scrap

The future of the MV Kulleet and Klatawa is as recycling, rather than as working vessels.

TransLink has given up trying to sell the Albion ferries, and will be sending them to the scrapheap instead. The transit authority is not wasting time now that a decision has been made, and will proceed as soon as possible. "As soon as we can make arrangements with a scrap dealer to take them and break them up," said Ken Hardie, a TransLink spokesperson. The reason is the slowly climbing costs of keeping the ferries in good running order.

"Every month that goes by we were incurring fixed costs," Hardie said. The ferries were built in 1972, but were not longer needed when the Golden Ears Bridge opened in 2009, spanning the Fraser River between Langley and Maple Ridge. TransLink wanted to sell them for about \$1 million each.

The ferries, which ceased service shortly after the Golden Ears opened, had to be kept fueled, oiled, and in working condition so they were in good shape for a possible sale. That gobbled up fuel and maintenance costs.

Hardie said that, looking at the state of the market, it seemed there was little chance of someone buying the ferries. If, at the last minute, someone wants to buy one or both of the 25-car vessels, TransLink is still open to suggestions.

Source : [Vancouver Sun](#)

## Tanzania confirms plans to build new port at Bagamoyo



The Tanzanian government will go ahead with plans to build a new port at Mbegani in the Bagamoyo district north of Dar es Salaam and lying opposite the southern end of the island of Zanzibar. The proposal, Tanzania plans new port at Bagamoyo, is designed to both alleviate congestion at the existing port of Dar es Salaam, while providing the country with modern and deep draught cargo handling facilities that are capable of processing Tanzania's growing import/export trade, says Cargosystems.net

The publication reports that Jakaya Kikwete, Chama Cha Mapinduzi presidential candidate, has confirmed that the project was in place during a campaign rally in Bagamoyo on Saturday.

The Mbegani port project is an integral part of the government's 20-year transport improvement master plan. It is expected to be a catalyst for economic development in the region north of Dar es Salaam. Cargo Systems says it understands a location has been identified for the construction of the port and some surveying has been undertaken, but details of its layout and cargo- handling facilities and throughput capacities are not yet known.

Bagamoyo has in history been a most important harbour on the East African coast and the region has recently been designated as Tanzania's 7th World Heritage Sites. It was once an important slave trading post – in fact the Swahili name means in English 'Lay down your heart' and for many thousands of slaves this was the last place on African soil before being taken off to the markets of Zanzibar or to foreign lands, never to return. Slave trading along this coast continued right up until the early part of the 20th century, despite slavery having been abolished in the area in 1873. It is said that Bagamoyo has a presence all of itself, which is hard to forget once you have been there.

Source : [ports.co.za](http://ports.co.za)

## SEAMANS OFFICERS SOCIETY TO OPEN SOON IN MANILA



After many years running **JURI's** in Del Pilar – Ermita (Manila) **Rinus Besteben** and business partner decided to set up something new, after closing **JURI's** last week everybody is working full ahead on the new Café Bar & Restaurant "**THE BUOY**" on 640 Pablo Ocampo Street (located in Vito Cruz) Manila, the premises will also house the new established **SEAMAN OFFICERS SOCIETY** as can be seen at the above photo, it is scheduled to open November 3<sup>rd</sup>

Photo : **Bjorn de Groot** ©

## Bahrain Port set to become a major hub

Trade Arabia reported that Bahrain's Khalifa Bin Salman Port is poised to become a transshipment hub for the upper Gulf region. Mr Charles Menkhorst CEO of Middle East and Indian sub continent said that with more large shipping lines expressing an interest in coming to the port in the near future, its operator APM Terminals also foresees a significant increase in business.

The port is expected to reach a capacity of a million twenty foot equivalent units' containers by 2014, from the present half a million. There is considerable room for growth and with the interest being generated, we are sure a number of large shipping companies will come.

Mr Menkhorst, who was in Bahrain to attend a company board meeting and take part in its global safety day celebrations, said that APL one of the world's largest shipping companies is operating from Bahrain using it as a transshipment hub.



As more and more come in and capacity increases, Bahrain is expected to become a point from where goods are transferred to smaller vessels and sent to Saudi Arabia, Iraq, Iran and Qatar. This would mean bigger vessels coming to the port and an increase in feeder vessels operating out of it.

Mr Menkhorst said that APM Terminals forecast revenue of BHD 20 million for this year which would be a break even figure. We would have wanted to make a lot of money but the recent economic downturn has made it difficult. However, things are expected to change in the very near future and we hope to do good business for Bahrain and the port.

He said that there is a very large captive shipping business in Bahrain and is growing. However, it is the transshipment business we are focusing on to grow. The ultimate capacity of the port is expected to reach 2.5 million TEUs by when there would be a massive increase in the number of ships calling at the facility. **Source: Trade Arabia**

## **FreeSeas Announces Charter Agreements on Eight of Its Vessels**

FreeSeas Inc. a transporter of dry bulk cargoes through the ownership and operation of a fleet of seven Handysize vessels and two Handymax vessels, announced new charters for eight of its vessels.

The new charters are detailed below:

- The M/V **Free Envoy**, a 1984-built, 26,318 dwt Handysize vessel, has been chartered for a time charter trip of approximately 35 days at a daily rate of \$10,000.
- The M/V **Free Goddess**, a 1995-built, 22,051 dwt Handysize vessel, has been chartered for a time charter trip of approximately 60-65 days at a daily rate of \$11,250.
- The M/V **Free Hero**, a 1995-built, 24,318 dwt Handysize vessel, has been chartered for a time charter trip of approximately 35 days at a daily rate of \$19,500.
- The M/V **Free Impala**, a 1997-built, 24,111 dwt Handysize vessel, has been chartered for a time charter trip of approximately 45 days at a daily rate of \$9,000 for the first 40 days and \$11,000 thereafter.
- The M/V **Free Knight**, a 1998-built, 24,111 dwt Handysize vessel, has been chartered for a time charter trip of approximately 30 days at a daily rate of \$13,000 plus \$275,000 gross ballast bonus.
- The M/V **Free Lady**, a 2003-built, 50,246 dwt Handymax vessel, has been chartered for a time charter trip of approximately 50-60 days at a daily rate of \$23,750.
- The M/V **Free Maverick**, a 1998-built, 23,994 dwt Handysize vessel, has been chartered for a time charter trip of approximately 30-35 days at a daily rate of \$10,750.
- The M/V **Free Neptune**, a 1996-built, 30,838 dwt Handysize vessel, has been chartered for a time charter trip of approximately 50-55 days at a daily rate of \$15,250.

Henceforth, information on the updated fleet employment will be available only through the Company's website under the relevant section, and not through press releases.



Seen from the **SVITZER MARKEN** the car carrier **NORDIC SPIRIT** entering the IJmuiden locks  
Photo : Cor Blok ©

## Ferry arrives to replace Princess Ashika



Tonga's new inter island ferry has arrived in the Pacific Island nation to replace the ill-fated Princess Ashika. The **MV 'Otuanga'ofa** arrived in Nuku'alofa on Friday to an enthusiastic welcome by the public and government officials, the Matangi Tonga website reported. The new ferry was built in Japan and paid for by the Japanese government under its aid programme to Tonga.

It has been reported to have cost \$52 million. The ferry service has yet to be officially launched and it has not been confirmed when it will start its commercial service to the island groups of Vava'u and Ha'apai.

Last year the unseaworthy **Princess Ashika** sank with the loss of 74 lives, not long after it arrived in Tonga. The new 53m ferry can carry 400 passengers plus 22 crew members and 400 tonnes of cargo. Source: NZPA

## Triple Play for Dockwise Yacht Transport

When a Dockwise Yacht Transport ship comes to port, people's heads turn, especially when what looks like a floating marina "sinks" to unload its cargo of yachts. Over the next week, not one but three Dockwise ships, at full capacity,

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 297

will arrive at Port Everglades in Ft. Lauderdale, Fla., after crossing the Atlantic ocean with collectively over \$407,000,000 worth of private, charter and dealer-owned vessels aboard.

When the 143' Bennetti Idyllwild floats off the ship, it will head for Rybovich in Palm Beach for a full paint job; then it will sail to the Bahamas, where it will replicate a trip it made last year. "It is one thing to stay in a five-star hotel when you go somewhere, but to stay on a superb superyacht is another," said Idyllwild's Captain Andre Buhagiar. "Every day you do a little bit by boat and you make your way through the islands. Last year, our guests took jet skis and started from south of the Exumas and made their way up to Nassau while we followed."

Buhagiar added that going on Dockwise allowed the Idyllwild to cross the ocean in October, when normally a yacht crossing on its own bottom would wait until later in the season to lessen the chance of encountering dangerous weather. "Many things went into our decision to use Dockwise," said Buhagiar, emphasizing that allowing the crew "a holiday" was also a benefit.



Photo : Clemens van der Werf ©

For the charter boat Paramour, a 140' CMN design built in Cherbourg, France and managed by Fraser Yacht Services, a two-week break for the crew figured in greatly after 12 weeks of non-stop chartering in the Mediterranean. "The trip across would have been tedious—14 to 16 days with constant four-hour watches," said Shaun Preacher, who is responsible for Paramour's management and bookings. "The way the Dockwise ship loads is unique and a lot more practical and safer than going as deck cargo. It saves wear and tear and operating hours on machinery, engines, generators and crew."

Preacher, like every good manager, has done his homework on Dockwise Yacht Transport, which he said Fraser Yachts uses consistently. "Dockwise is an international company; they have a record for the heaviest lift and carry operations. Dockwise Yacht Transport is just a small sampling of what the company does. They are extremely professional and take care of all aspects of safe operation."

Several of the boats aboard Dockwise Yacht Transport's **Super Servant 3**, **Super Servant 4** and the **Explorer** are bound for the Ft. Lauderdale International Boat Show, which takes place October 28th through November 1st. Among them are the Ferretti Group's Pershing 80, 92' Riva Duchessa, and Ferretti 570 models, which have not yet been seen in the United States but will be showcased at the boat show in the exclusive Ferretti Group display at the Bahia Mar. According to Rob McDougal, Chief Sales Officer of Ferretti Group North America, "The Ferretti Group represents eight of the finest luxury yacht brands and consistently selects Dockwise Yacht Transport as a means to transport them to the United States. The shipping service shares our sense of commitment to quality, paying close attention to our special delivery needs. The fact that DYT owns their own vessels clearly shows they invest in maintaining the integrity



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of the service they provide. We have utilized DYT's services for quite some time and plan to continue this valued partnership."

Dockwise has a total of four yacht carriers including the 686-foot (209 meter) super ship **Yacht Express**. The ships use the float on/float off loading method that allows yachts of any size to be safely floated on and off as cargo. The carriers submerge themselves by pumping nine million gallons of water into their ballast tanks; the vessels are floated into place one-by-one, then sea-fastened before the ship pumps dry to prepare for boat transport. The process is reversed to allow the yachts to safely disembark once they reach their final destinations.

DYT's global yacht transport routes for its semi-submersibles include the U.S. East Coast (Newport, Rhode Island and Port Everglades, Florida), the Mediterranean (Toulon, France; Genoa and Taranto, Italy; Marmaris, Turkey; Palma de Mallorca, Spain), the Bahamas (Freeport), the Caribbean (St. Thomas and Martinique), the Pacific West Coast (Golfito, Costa Rica; La Paz and Ensenada, Mexico; and Vancouver, B.C., Canada) and the South Pacific (Papeete, Tahiti; Auckland, New Zealand; and Brisbane, Australia).

With additional lift-on, lift-off offerings, DYT has serviced the following ports thus far this year: Dubai (UAE), Genoa (Italy), Jacksonville (Florida), Palma de Mallorca (Spain), Rio de Janeiro (Brazil), Rotterdam (The Netherlands), Singapore, and Southampton (UK). Scheduled for mid-November is a first-ever trip from Genoa to Phuket (Thailand) and Hong Kong, with a return trip from Phuket to Genoa in May of 2011.



**MSC Basel** seen departing from Lyttelton 22 October bound for Wellington - **Photo : Alan Calvert ©**

## Nanjing Tanker's fleet rises to 5mIn dwt

Nanjing Tanker Corporation will see its fleet grow by one fifth in the current quarter. With three VLCCs and two MR2 tankers to deliver the firm will boast a 4.84m dwt fleet by the end of 2010. Overall, the fast evolving tanker firm will see its fleet grow 45.8% throughout this year. No other Chinese tanker firm has had a more meteoric year than Nanjing Tanker, a subsidiary of Sinotrans. **Source: seatradeasia**



Dutch Chem tanker "**Miro D**" seen moored alongside barge "**Witconcrete**" at Belize, "Barge is from 1941. Hull is build from concrete and deck of asphalt. Used during 2nd WW as waterbarge for troops in W-Indien. Since 1982 in use as storage barge for sugar cane molasses. Barge name was never changed since 1941."

**Photo : Capt. Erik Grootjans – Master Miro D ©**

## Star Bulk Receives \$24.3 Million Proceeds in Full Settlement for the Star Ypsilon Claim

Star Bulk Carriers Corp., Friday announced that the claim involving the vessel Star Ypsilon has been settled. Under the settlement, the Company has received the amount of \$22.22 million as settlement for the unrealized revenues due to the interruption of the time charter of the Star Ypsilon that occurred in July 2009. Star Bulk received separately the amount of \$2.08 million for unpaid charter hire, bunkers and interest, bringing the total amount collected to \$24.30 million in relation to full and final settlement of this claim.

Akis Tsirigakis, President and CEO of Star Bulk, commented: "We are delighted to have collected \$24.3 million, or approximately \$0.39 per Star Bulk share outstanding, as settlement for the Star Ypsilon claim. This event brings closure to a cumbersome legal case that could have resulted in a prolonged legal process before arriving at a final, unappeasable and collectable award. Further, the amount collected represents a major portion of the quantum of the claim originally pursued. This development boosts our already strong balance sheet providing us with additional liquidity, further enabling us to pursue our strategic and growth endeavors."

Star Bulk is a global shipping company providing worldwide seaborne transportation solutions in the dry bulk sector. Star Bulk's vessels transport major bulks, which include iron ore, coal and grain and minor bulks such as bauxite, fertilizers and steel products. Star Bulk was incorporated in the Marshall Islands on December 13, 2006 and maintains executive offices in Athens, Greece. Its common stock trades on the Nasdaq Global Market under the symbol "SBLK". Currently, Star Bulk has an operating fleet of eleven dry bulk carriers with definitive agreements to build two Capesize vessels. The total fleet consists of thirteen vessels, five Capesize and eight Supramax dry bulk vessels, with a

combined cargo carrying capacity of 1,287,685 deadweight tons. The average age of our current operating fleet is 10 years. **Source: Star Bulk Carriers Corp.**

## **GRIMALDI LAUNCHES A NEW LINE BETWEEN LIVORNO, VALENCIA AND TANGIERS**

**The new weekly service for the transport of freight and passengers starts next 20th November**

The Grimaldi Group continues its policy of expanding its activities in the Western Mediterranean by opening a new maritime connection for freight and passengers between Italy, Spain and Morocco.

As from next November 20th, the new weekly service will regularly link the Moroccan port of Tangiers (Tanger Med) with Livorno and Valencia. Departure from Livorno will be every Saturday at 11.59 p.m, with arrival in Valencia on Mondays at 8.00 a.m.; departure from Valencia will be the same day at 2.00 p.m., with arrival in Tangiers on Tuesdays at 8.00 a.m.. The vessel will then depart from Tangiers on Tuesdays at 12.00 a.m. and arrive in Valencia on Wednesdays at 08.00 a.m. Departure to Livorno will be the same day at 02.00 p.m. with expected arrival in Livorno on Thursdays at 07.30 p.m.

The Livorno-Valencia-Tangiers route will be served by the modern ro/pax high speed ferry **"Ikarus Palace"**. With a service speed of 27 knots, a loading capacity of 2,130 lane metres for rolling cargo in addition to 110 cars, the **"Ikarus Palace"** is able to accommodate 1,500 passengers in 200 cabins and 180 comfortable reclining seats. The vessel is equipped with à la carte and self service restaurants, two lounges, two swimming pools, a shopping centre, a discotheque, an internet point, a rich variety of video games and a children's playground.

With the new Livorno-Valencia-Tangiers service, the Neapolitan Group aims to strengthen its presence in North Africa, offering an innovative service both for freight and passengers. Thanks to this initiative, the port of Tangiers will not only be connected to Valencia and Livorno but also, via transshipment in Valencia, to Cagliari (Sardinia) and Salerno (Southern Italy).



The **IKARUS PALACE** – Photo : Piet Sinke ©

"This new maritime service establishes a sea bridge between Italy, Spain and Morocco, and aims at giving a support to the expanding trade relations between North Africa and the Western Mediterranean while offering both tourists and the huge community of Moroccans living in Italy and Spain a new opportunity of travelling to this part of Maghreb" highlights Emanuele Grimaldi, joint managing director of the Grimaldi Group. "Through the deployment of the **"Ikarus Palace"** we will offer a high quality service, while generating important environmental savings by shifting a considerable number of trucks and passenger cars from the congested European motorways to this new motorway of the sea", concludes Emanuele Grimaldi.



## DUEODDE RENAMED IN STRAITSMAN



Another story from the Danish scene is that the Volharding (#579) built ro/pax **Dueodde** has been sold for a sum of Euro 28 million to New Zealand Straitman Shipping. The ship was taken over at Fredericia Shipyard (not all of it has been moved yet) and renamed **STRAITSMAN** with Wellington as port of registry. The ship has now left Danish water bound for Las Palmas (ETA October 27<sup>th</sup>) as the first stop enroute to New Zealand. The ship has capacity to 400 passengers and has 1,248 lanemetres on the decks. Its powered by a double MaK-plant developing 2 x 4,379 kW to a servicespeed of 18.5 knots. **Source / photo : Bent Mikkelsen ©**

## OLDIE – FROM THE SHOEBOX

**Dear Clipping Readers** – many thanks for your help to find the name of the BANK LINE vessel in the Port of Buenos Aires in February 1971, as published in OLDIE Clippings nr 291 last Monday. Several names passed and the conclusion after intensive research in Lloyd's Weekly's and many pictures on little details as stairs, little differences on deck, port holes, radarmasts etc., now I can say very sure, that the vessel must be the m.v. **TESTBANK**. The **TESTBANK** was part of a big serie of ships, built by Wm.Doxford & Sons (S.Bs.) Ltd., in Sunderland, UK. She was delivered in December 1961 to Bank Line Ltd. (Andrew Weir & Co. Ltd.), Glasgow. Her tonnage was 6313 gross and 10355 deadweight. Many thanks for your help and for all at sea: Have a good watch!

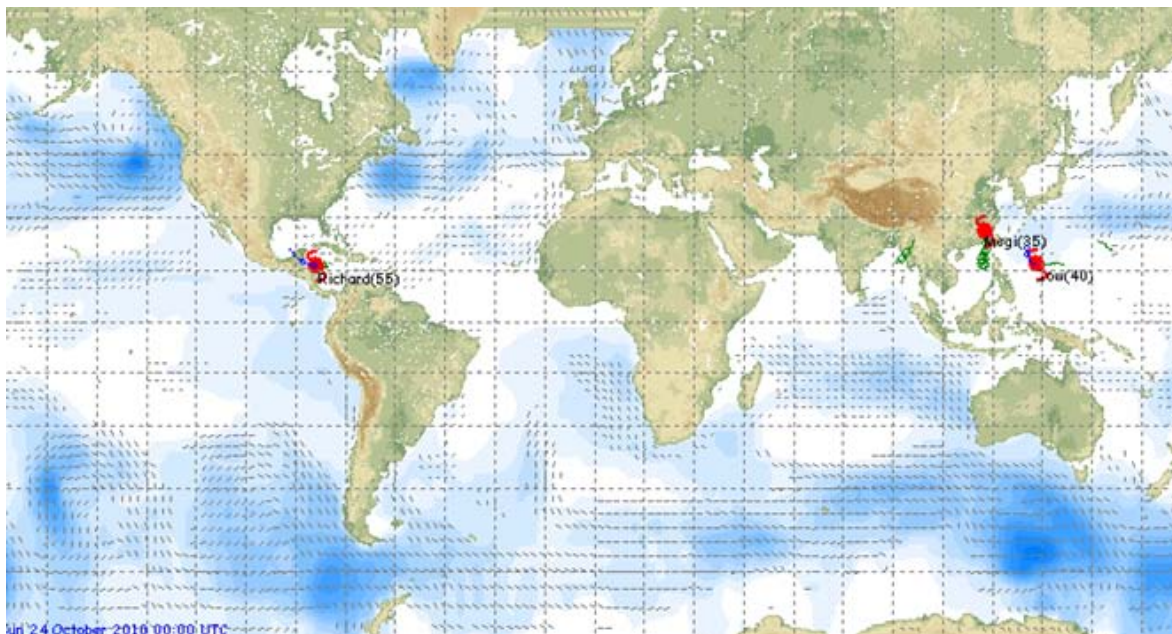
Best regards **Capt. Frank Haalmeijer, The Netherlands.**

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## **.... PHOTO OF THE DAY ....**



The 1938 built Portuguese sailtrainer **SAGRES** visited the city of Singapore and departed again yesterday morning  
Photo : Piet Sinke ©

D: 1,725 tons (1,940 fl) S: 10.5 kts (18 under sail)  
Dim: 90.00 (75.90 hull; 70.40 pp) × 11.90 × 5.30  
A: 2 single 47-mm saluting guns Electronics: Radar: 2 Decca . . . nav.  
M: 2 MTU 12V183 TE92 diesels; 1 prop; 750 bhp—sail area: 2,355 m<sup>2</sup> max.  
Range: 5,450/7.5 (under power) Crew: 12 officers, 150 enlisted + . . . cadets

The **Sagres** was acquired by the U.S. Navy as war reparations in 1945; was sold to Brazil in 1948 and then to Portugal in 1962, where she was commissioned on 2-2-1962. Height of mainmast: 43.3 m. Sisters are U.S. Coast Guard's **Eagle**, Romania's **Mircea**, Germany's **Gorch Fock**, and Russian merchant training vessel **Tovarisch**. Was refitted and the hull renewed at Arsenal do Alfeite 2-87 to 1988 and again refitted in 1991–92, when she was also re-engined.