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Number 039 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 08-02-2011**

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The Maltese registered & owned cms. Sea Jaguar, a crew / supply boat, preparing for a supply run in Maltese territorial waters

Photo : Gejtu Spiteri ©

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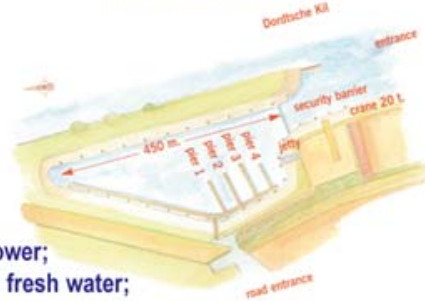
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The **SVITZER MARKEN** seen assisting the **PRINCESS OF NORWAY** in IJmuiden upon departure, the Princess is enroute a shipyard for drydocking and repainting the vessel, she will be re-named in **PRINCESS SEAWAYS**

Photo : Marcel Coster ©

'Ik dacht dat Jan Lonink om sponsoring ging vragen'

door : Harmen van der Werf



Kees Muller en zijn vrouw **Heleen** glunderen na de uitreiking van de koninklijke onderscheiding door burgemeester Jan Lonink. Foto : **Adri van de Wege** ©

Of het een echte verrassing was, liet **Kees Muller** niet blijken. Na het dopen van twee nieuwe slepers van zijn sleep- en bergingsbedrijf Multraship in Terneuzen spelde burgemeester **Jan Lonink** hem gistermiddag een koninklijke onderscheiding op. Muller mag zich voortaan **Ridder in de Orde van Oranje** noemen. Na de toespraak van Lonink merkte **Kees Muller** alleen gekscherend op. *"Ik dacht dat je om sponsoring ging vragen."*

"Ach", zei Muller (66) na het in ontvangst nemen van tal van felicitaties, "dat was een grapje." Lonink kwam nog even langs om het lintje recht te hangen. Kees Muller onderging het gelaten. "Ik zie dit", wees hij op de decoratie, "niet zozeer als erkenning voor mijzelf, maar

voor alle mensen die bij **Multraship** werken."

Twee jubilea bij het Terneuzense familiebedrijf zijn met het lintje voor **Kees Muller** bekroond. De familie stapte in 1911 - dus precies een eeuw geleden - de sleepwereld binnen. En Kees is zelf al een halve eeuw actief. "Ik ben gaan varen toen ik zestien jaar was en al vanaf mijn tiende ging ik mee." In een tijd dat heel wat sleepbedrijven het loodje legden, slaagden **Kees** en zijn vrouw **Heleen** er juist in Multraship uit te bouwen. En daarnaast is **Kees** ook nog, wist burgemeester Lonink uit eigen ervaring, een verdienstelijk pianist. Source : PZC



The **MULTRATUG 3** seen testing her Fi-Fi capabilities - Photo : **Niels Swartjes** ©

Chinese-flagged ship not hijacked off Yemen

In response to earlier reports that a Chinese-flagged commercial ship was hijacked by Somali pirates off Yemeni coast, the China Maritime Search and Rescue Center (MSA) said Sunday that the ship has never been hijacked, and is now sailing safely with escort of the Chinese anti-piracy navy fleet. Both the "**Tien Hau**" ship, which was registered in

Hong Kong, China, and its 22-member crew, are safe, a MSA official confirmed to Xinhua over the phone. The center contacted the ship to make sure it was safe, he added.

The ship had been followed by a suspicious boat for a while, but it was never attacked or hijacked, the official said.

Earlier, Yemeni Interior Ministry had said the ship was hijacked by pirates some 20 kilometers off the Yemeni island of Al-Tair off the city port of al-Hudaida, and was heading to Somali coast. The Gulf of Aden is considered as one of the world's most dangerous waters because of rampant piracy. **Source : ChinaDaily**



The pilot tender **ENDEAVOUR** seen approaching the inbound **CEC FAITH** bound for Antwerp for the pilot change at Vlissingen pilot station during Bft 7+ winds.

Photo : Huib Lieverse ©

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Baltic index falls, panamax cargo demand eyed

The Baltic Exchange's main sea freight index, which tracks rates to ship dry commodities, edged lower on Friday, while earnings for the panamax segment rose due to expectations of firmer trade. The index fell just 0.19 percent, or 2 points, to 1,043 points, staying at its lowest since Jan. 29, 2009. It tracks the cost of shipping key commodities such as iron ore, cement, grain, coal and fertiliser. Brokers said activity was subdued due to China's Lunar New Year holiday, which ends next week. "An increase in cargoes will likely come to the market as Asian players return," said Jeffrey Landsberg, managing director of dry bulk consultancy Commodore Research.

Flooding in Queensland and weather-related problems in Colombia, South Africa, Russia and Indonesia have all disrupted coal shipments at a time when the dry bulk market is already finding it tough to absorb growing vessel deliveries ordered before economic turmoil in 2008.

The Baltic's capesize index .BACI was 0.08 percent higher, but average daily earnings stayed weak, dropping \$55 to \$5,161 staying negative for a seventeenth session and at its lowest since Dec. 10 2008. Capesizes typically haul 150,000 tonne cargoes such as iron ore and coal.

Brokers said buying of freight derivatives contracts had helped buoy panamax sentiment. "Gains in the panamax market are possible next week as operations at Australian coal ports and mines have improved," Landsberg said.

"Panamax vessels that left various northeastern ports in anticipation of tropical Cyclone Yasi will be returning. Global coal demand remains strong and panamax congestion is likely to increase at major Australian coal ports."

Landsberg said rates for other vessels classes including capesizes was expected to remain flat. The Baltic's panamax index .BPNI rose 2.82 percent, with average daily earnings rising \$297 to \$10,786 in the first gain since Jan. 11. Panamax vessels usually transport 60,000-70,000 tonne cargoes of coal and grains. "The week in the Atlantic ended on a slightly more positive note with the market appearing to have reached a floor," Braemar Seascope said. Braemar said panamax rates on some routes in the Pacific had staged a rebound. "It remains to be seen for how long such a trend can be sustained as this area is still fragile," it said. Rates for smaller supramax vessels were expected to fare better in the coming weeks as they were able to diversify their cargoes to other commodities such as sugar and grains. The Baltic's supramax index .BASI fell 1.0 percent. While there are indications of some vessel cancellations and delays, analysts expect deliveries to gather pace between 2011 and 2012. "The market will continue to come under significant supply-driven pressure," Landsberg said. **Source: Reuters**



The **LEGEND of the SEAS** and the **STAR VIRGO** seen moored at the Singapore Cruise terminal

Photo : Rik Zwinkels ©

DNV eyes 5% growth in 2011

DNV, a leading classification society, is expecting a 5 per cent increase in revenue this year, compared to about 4 per cent drop last year, its top official said. "The orders have also dropped last year," Henrik O. Madsen, CEO of DNV, said during his visit to Dubai. "Maritime dropped by 7 per cent but we grew in the energy business by 5 per cent so overall, revenues dropped by 4 per cent last year. But in the Middle East, the numbers are stable." Up until 2009 the company has been registering growth - 11 per cent in 2007 and 18 per cent in 2008 and 8 per cent in 2009, although that year saw severe setback, with the number of new-builds falling by 90 per cent.

It was only last year that the company experienced contraction.

"This year, we are expecting 5 per cent growth and this will come mainly from our energy business, which we expect to grow by 12 per cent," Madsen said. He was speaking on the sidelines of DNV's launch of Triality concept in Dubai. The concept aims to introduce a new crude oil tanker that is fuelled by liquefied natural gas, has a hull shape that removes the need for ballast water and will almost eliminate local air pollution. Both the Triality concept VLCC and a conventional VLCC have the same operational range and can operate in the ordinary spot market. However, compared to the traditional VLCC, the Triality VLCC is designed to emit 34 per cent less CO₂, eliminate entirely the need for ballast water and eliminate entirely the venting of cargo vapours (VOCs). NO_x emissions will also be reduced by more than 80 per cent while emissions of SO_x and particulate matter will fall by as much as 95 per cent.

A traditional tanker in unloaded transit needs ballast water to obtain full propeller immersion and sufficient forward draft to avoid bottom slamming. The new V-shaped hull form and cargo tank arrangements completely eliminate the need for ballast water in the VLCC version.

There will also be much less need for ballast water on other kinds of crude oil tankers, such as Suezmax, Aframax and smaller ships. The new hull shape results in a reduced wetted surface on a round trip and has a lower block coefficient and thus a more energy efficient hull. "We are now talking with more progressive yards, some in Korea, some in Japan. We are also talking with Dubai Drydocks here," Madsen said. "We will see this concept very soon, maybe not all the ideas but some of the ideas will be seen in the next couple of months. We expect to see the full concept by 2014." DNV estimates an additional capital expenditure of 10-15 per cent for a Triality VLCC newbuilding compared to a traditional VLCC.

But even with this extra cost included, Madsen said shipowners can expect a reduced life cycle cost equal to 25 per cent of the newbuilding cost for a traditional VLCC. "It is possible to develop an environmentally superior ship and be profitable at the same time," he said. Despite the recovering economy, the shipping and maritime sector is expected to remain weak, Madsen said. "Maritime is still distressed," he said. "2011 will be bad but we hope 2012 will be better. We have to wait till 2013-2014 for things to normalise. I'm not very optimistic for 2011 in the maritime sector." To offset the slowdown in the maritime sector, DNV expects to see a boost from its energy business, which include traditional and renewable energy. "World wide we're very strong in the offshore wind farm," Madsen said. "Carbon capture storage is still more in the research side. In this region, we are dealing with Masdar in a number of certification projects." **Source: Emirates Business**



Seen in Quebec (Canada) Euronav's **CAPE PIERRE** at the St. Lawrence River in the ice after the pilot boarded the vessel via a Group Ocean tug - **Photo : Bert van der Velden ©**



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Navy Boost

The Indian Navy has bolstered its presence around the Lakshadweep Islands following an increased threat by suspected Somali pirates. Later this month, Defence Minister A K Antony will be visiting the Minicoy Island, from near which pirates captured a Bangladeshi mercant vessel on Sunday, to take stock of the situation.

The Navy has deployed an unspecified number of ships to deter pirates who are suspected to be using a hijacked ship as a 'mother vessel' to carry out attacks. They seized the Bangladeshi vessel on Sunday barely 70 nautical miles off Minicoy. The Navy is concerned given that the attacks are taking place in the 'eight degree channel' between Minicoy Island and the Maldives, which witnesses a traffic of 30-40 vessels everyday.

The first attempt in the area took place on November 30 when a container ship came under attack from a skiff with five armed pirates on board. The pirates fired upon the vessel, but it managed to evade them. **Source : ShipTalk**

Agencies getting tough with ship ballast dumping

After decades of delay, government officials are beginning to crack down on cargo ships that allow foreign invasive species to hitchhike to U.S. waters, where they have turned ecosystems upside down and caused billions of dollars in economic losses. Organisms as large as adult fish and as small as bacteria lurk in ship ballast tanks, which hold millions of gallons of water and sediments that keep vessels upright in rough seas. When the soupy mixtures are dumped in harbors as freight is taken on, the stowaways often find hospitable surroundings and no natural predators. They spread rapidly, starving out native species and spreading diseases in aquatic life. Since arriving in the Great Lakes in the mid-1980s, the zebra mussel and its cousin the quagga mussel have clogged municipal and power plant water intake pipes. They're blamed for a Lake Huron salmon collapse and botulism that has killed thousands of shore birds. In San Francisco Bay, biologists say the Asian clam likely caused a decline of striped bass and other competitors for plankton.

Japanese shore crabs are threatening native clams and mussels from Maine to Chesapeake Bay, which is infested with 150-plus exotic species. Another invader, the spotted jellyfish, became so abundant in the Gulf of Mexico a decade ago they ripped apart fishing nets and caused a temporary halt to commercial shrimping. "Larvae of almost every major group of invertebrates can be found in ballast water," said Tom Shirley, specialist with Texas A&M University-Corpus Christi. "Protozoa and bacteria thrive there, too." Ballast is the biggest means of transport for the aquatic aliens, scientists say. Yet regulators have been slow to demand accountability from the shipping industry, which has long insisted there isn't adequate technology to make ballast tanks invader-free. Now, agencies are turning up the heat as companies report progress toward developing effective sterilization systems. The U.S. Coast Guard says it will release final regulations by April limiting the number of live organisms in ballast water and let shippers decide how to comply. The Environmental Protection Agency also has begun regulating discharges of ballast and other wastewater from vessels, although shippers and environmentalists sued. EPA is discussing settlements while crafting an updated discharge permit effective in 2013. At least a dozen states also have ballast policies, leaving shippers increasingly worried about having to navigate a patchwork of requirements. Industry groups contend a New York measure scheduled to take effect next year could bring traffic to a standstill on some of the nation's busiest waterways.

"You'll see the closure of the St. Lawrence Seaway," said Steve Fisher, executive director of the American Great Lakes Ports Association. "It would shut down about 50 percent of Great Lakes shipping and about all shipping in New York waters, including the Hudson River and the port of New York and New Jersey." Jim Tierney, an executive in the New York Department of Environmental Conservation, said the agency was considering shippers' pleas for a grace period. Environmental groups want the department to stand its ground, pointing to findings by the National Oceanic and Atmospheric Administration that about 75 species are prime candidates to invade the Great Lakes, mostly through ballast water. "Most clean-water laws assume it's OK to have a little pollution because it will dilute, evaporate, degrade," said Andy Buchsbaum, director of the National Wildlife Federation's office in Ann Arbor. "But invasive species are not like normal pollution. They reproduce and multiply. You have to keep the numbers as low as you possibly can to avoid reaching that critical mass where an entire water body will be colonized." Since 2004, ships from overseas have been required to dump and replace ballast water, or rinse empty tanks, at least 200 miles from U.S. waters. But studies show that up to 30 percent of organisms remain alive in the tanks, said Andrew Cohen, director of the Center for Research on Aquatic Bioinvasions in Richmond, Calif. "It's a pretty weak approach," Cohen said. Researchers have spent years developing methods of sanitizing ballast with ultraviolet light, chemicals, filters and even oxygen depletion.

A first draft of the Coast Guard regulations would adopt international limits on numbers of organisms per cubic meter of ballast water.

The ceilings would take effect next year for new vessels and be phased in over several years for existing ones. A second set of limits about 1,000 times stronger in establishing limits per cubic meter of ballast water would be imposed later if studies show that could be accomplished. Environmentalists are pushing for a quicker timetable, while shippers want it lengthened. CDR Gary Croot, chief of the Coast Guard's Environmental Standards Division, said the final rules being released this spring will reflect public feedback. "We certainly don't want to establish a standard that no one can comply with," he said. New York's standard, which takes effect in 2012, would be 100 times more stringent than the proposed Coast Guard limit on organisms. California has adopted even tougher standards, but regulators say enforcement may be delayed. "There have been ship owners ready and willing to make investments in ballast water treatment technology who have held back because they don't want to spend a million dollars on some system that may have to be ripped out in five years because it doesn't meet the standards," said Jennifer Carpenter, senior vice president of American Waterways Operators, an industry trade group. EPA and the Coast Guard have commissioned studies to determine which standards and technology would work best. The number of live organisms permitted under the Coast Guard's draft policy is the equivalent of one drop of water in 20 Olympic-sized swimming pools, Croot said. Going significantly beyond that would be harder and costlier. "If you want to make a car perfectly safe, conceivably that could be done, but at what expense?" Croot said. **Source : salon.com**



The Hoek van Holland KNRM lifeboat **JEANINE PARQUI** – Photo : Kees Torn ©

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Suez

Egyptian security forces began taking extra precautions against terror attacks along the Suez Canal in the wake of political unrest in Egypt, Al-Ahram reported on Sunday. The newspaper quoted Egyptian security sources as saying they received information that large numbers of Hizbullah and Hamas operatives intended to infiltrate Egypt in order to commit acts of sabotage.

The source added that security forces were tightening inspection procedures on the Suez Canal ferry and closing down a bridge across the waterway. According to the report, the explosion at a gas terminal in El-Arish on Saturday contributed to the increased state of alert. Gas company officials said that the explosion was caused by a gas leak, contradicting earlier reports that the incident was a terrorist attack. **Source : ShipTalk**



The **VOS SURVEYOR** seen approaching Loyang Supply base (Singapore) as seen from Pasir Ris Beach Park ☺
Photo : Ey Kuet ©

An advertisement for MULTRASHIP TOWAGE & SALVAGE. The logo is prominently displayed on the left, with the company name in blue and yellow. Below the logo, the website address www.multraship.com and the phone number +31 (0) 115 645 000 are listed. The background of the ad shows a large white cargo ship with green containers being towed by a tugboat in a harbor setting.

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Royal Malaysian Navy **KD Tunku Abdul Rahman** Scorpene Submarine

RM6 bln approved for 6 patrol vessels

The government has agreed to allocate RM6 billion to build six second generation patrol vessels for the Royal Malaysian Navy, Defence Minister Datuk Seri Dr Ahmad Zahid Hamidi said. The construction of the ships will boost the economy while benefiting 632 vendor companies, he told reporters here after a briefing on the project.



"Thus, we will ensure that at least RM2 billion of the allocation will benefit these vendor companies which are strategic partners of Boustead Naval Shipyard Sdn Bhd," he added. Ahmad Zahid said that he would himself monitor the progress of the project, due to start next year, and ensure that all concerned benefit from it and that there was no delay in paying the vendors.

He said that Boustead Naval Shipyard had constructed several new generation vessels for the RMN and shown itself to be on par with other ship builders in the world. Ahmad Zahid also said the Lumut-Bagan Datoh coastal area here has been identified for a world-class shipyard to be developed over the next 10 to 20 years.

He said the defence industry, including shipping, had immense potential in the Asean region and now generated income of US\$25 billion a year. If Malaysia could attract at least 20 per cent of the defence spending, US\$5 billion or RM15 billion could be generated by companies in the country, he said. **Source : Bernama**

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HSL delivers bulk carrier to GML

Hindustan Shipyard Limited delivered the second in the Diamond series of six bulk carriers, m.v. **Good Precedent**, a 53,000 DWT ship, to Chennai-based Goodearth Maritime Limited (GML) last Saturday.

The ship built in a record span of 18 months with state-of-the-art facilities was handed over to GML General Manager Hrishikesh Narasimhan by HSL Chairman-cum-Managing Director Rear Admiral (retired) K.C. Sekhar. This was the 164th ship delivered by HSL since its inception. GML has ordered six bulkers of which the first one was delivered last year. "The new vessel is the true reflection of HSL's capability in constructing a world-class ship," Mr. Sekhar said.

He said construction of a ship of this size and capacity in 18 months was a significant achievement and promised that with excellent infrastructure and experienced workforce, HSL would try to improve the delivery time in future. The CMD said after HSL was brought under the control of Ministry of Defence exactly a year ago from Ministry of Shipping, they would receive some orders on nomination basis shortly. Stating that now their specialisation would be on defence ship building, he said the prime focus would be on reducing the construction time and improving quality.

Promising the employees that with receipt of defence orders, their cash flow was set to improve, he said HSL would be in a position to sign wage settlement with the unions soon. **Source : The Hindu**



The **WHITE RHINO** (ex **PAUWGRACHT**) seen moored alongside the **AMBER LAGOON** in the port of Durban
Photo : Willem Zomer ©

Cochin Shipyard launches 2 vessels

An anchor handling tug supply vessel and a platform supply vessel were launched on Thursday by Mr L.K. Panda, Principal Officer, MMD, Kochi, in a function held in Cochin Shipyard Ltd (CSL). The tug supply vessel is the third of a series of 4 Nos. 120T bollard pull anchor handling tug supply vessels being built by CSL. The vessel named '**SCI Ahimsa**' is being built for Shipping Corporation of India, Mumbai. The platform supply vessel is the 3rd of a series of 4 No platform supply vessel for European clients. Being built for Brage Supplier, Norway, the vessel is a modern large diesel electric PSV designed to cater to all round needs of the offshore oil and gas industry. **Source: The Hindu Business Line**

Cochin Shipyard IPO delayed

Shipping Ministry is believed to have put the disinvestment of Cochin Shipyard on the backburner, as the state-run shipyard has yet to firm up its expansion plans for which it had to raise funds. The government was mulling disinvestment in Cochin Shipyard Ltd through an initial public offering (IPO) and is now likely to take a while following the expansion plans getting delayed.

"Its (Cochin Shipyard) IPO has to be linked to its expansion, they are working on the expansion...which may take up to next fiscal (2011-12) to complete, therefore not right now," a Shipping Ministry official told PTI.

An IPO would make Cochin Shipyard the first state-owned shipbuilder to be listed on the bourses. The company's clientele includes ABG Shipyard Ltd, the country's biggest private shipbuilder, Essar Oilfields Services Ltd, a unit of the diversified Essar Group and Bharati Shipyard among others.

India has 23 yards that are involved in building about 250 ships, costing at least Rs 25,000 crore. In addition to its existing yards, Cochin Shipyard is now setting up a small shipbuilding division with an investment of about Rs 100 crore.

It also plans to construct a second dry dock for building bigger ships. A dry dock is a narrow basin that can be flooded to allow a ship to be floated and then drained to allow that ship to come to rest on a dry platform. Dry docks are used for the construction, maintenance and repair of ships and generally cost between Rs 800-1,000 crore.

As far as shipbuilding in the country is concerned, the government has laid out a plan in the new Maritime Agenda 2010-2020. This includes introduction of new shipbuilding subsidy scheme and grant of infrastructure status to shipbuilding industry. The government diluted 10 per cent of its stake in state-owned Shipping Corporation of India through a follow-on offer in December, 2010 and raised fresh equity equivalent to 10 per cent of the paid-up capital. The follow-on offer garnered about Rs 1,200 crore.

Shipping Corp plans to invest the money on expansion, including in its proposed entry into the ports and terminal management business through a joint venture with a global company. The government has targetted to raise Rs 40,000 crore through disinvestment in the current fiscal, up from around Rs 25,000 crore in 2009-10. **Source : Indiatimes**

Aboitiz shipyard not giving up hope

A top official of the Aboitiz-owned ship building firm FBMA Marine Inc., which is part of the shipping group Aboitiz Transport System Corp., (ATSC) said it will strongly consider reopening its shipyard when overseas orders come in.

"We are not giving up on the FBMA because we remain optimistic that the shipbuilding industry will bounce back, perhaps not anytime soon, but definitely in the future," said FBMA Marine Inc. Chief Executive Officer Roberto Aboitiz in an exclusive interview with Manila Bulletin recently. **Source : Seatrade Asia**

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Above seen the 2008 built LBR flag container ship **APL NEW JERSEY** entering Marsaxlokk Harbour, Malta for the first time on Friday 4th February 2011.

Photo : Capt. Lawrence Dalli - www.maltashipphotos.com ©

Talks on to end workers' strike at port

A strike by private sector workers of the Cochin Port Trust continued for the fourth day on Saturday stranding cargo movement in the port area. All lorry movements, including that of container carriers are at a standstill, port authorities said as Port Trust Chairman N. Ramachandran reiterated that efforts were on to end the strike, which was called by the Trade Union Coordination Committee alleging large-scale loss of jobs in the wake of the commissioning of the International Container Transshipment Terminal.

The Chairman said that the port of Kochi had grown because of contributions from all quarters as he acknowledged the services done by private sector workers.

He said that the allegations raised by the striking workers were exaggerated but admitted that the port authority was making all efforts to see that there was minimum difficulty for the private sector workers.

Mr. Ramachandran said that he was not in a position to comment on the job situation as the port trust was not the direct employer of the private sector workers. But he said that the port authorities did not want anyone to lose their means of livelihood and that it would make efforts to help the workers. However, he added, there was a limit and constraints for the port trust to exert pressure or lobby for job security with the private entities.

The port trust Chairman said that there was also false propaganda about loss of jobs. He pointed to the increased opportunities that will be opened with the commissioning of the Vallarpadam project. The project will require more lorries and container carriers as well as hands for stuffing and de-stuffing operations.

Since there is space constraint outside the Willingdon Island, these operations will mostly concentrate on the port premises, he added. **Source : The Hindu**



The **HAMBURG PEARL** seen in Amsterdam – **Photo : Erwin Willemse ©**

Dockwise Selects Hyundai as Yard for its new "Type 0" Super Vessel

Following the Board's decision, announced in November 2010, to commission a new build vessel to service the emerging market for ultra-large transports, Dockwise has appointed Hyundai Heavy Industries (HHI) of Korea as its ship building yard. HHI is scheduled to deliver the vessel during the last quarter of 2012, following sea trials, when it is intended to undertake its initial commercial voyage.

The new vessel has been categorized a "Type 0" (T-0) to reflect its exceptional size. Hitherto, the largest class of vessel has been Type 1 with cargo capabilities between 41,000 and 73,000 tons and of which Dockwise, as only provider in the market, already has two in service. With an overall deck size of 275 x 70 meters, and a revolutionary bowless design, the new vessel will have a carrying capacity of more than 110,000 tons. It will be the first of its kind in service in the maritime transport industry, and will add a unique capability to the Dockwise fleet, maintaining its leadership position at the top of the market. The specification of the T-0 is subject to further detailed design engineering, as Dockwise consults with clients and HHI offshore division engaged in fabricating the next generation of modular units. HHI's flexibility in new build design, together with its track record of on-schedule delivery and budget discipline, were key deciding factors in the award of the contract. The total cost of the vessel including all project and

design costs, is expected to be approximately USD 240 million, with installments of approximately 45% in 2011 and 55% in 2012. The investment is fully financed by the successful rights issue and revolver debt facility Dockwise completed end 2010.

André Goedée, Chief Executive, Dockwise, said: "We have been particularly encouraged by clients' reactions since we announced this investment decision. It is our expectation, based on latest discussions with clients, that we will surpass our initial revenue assumptions for the first year of operations. Clients have grasped the game changing potential of the vessel and have made a valuable contribution to our thinking around the detailed design. Hyundai is the partner of choice for our new build vessel, designed to transport the next generation of ultra-size units. Hyundai's performance-to-budget and delivery records provide the reassurance we seek that the vessel will be available at the agreed loading date for its first assignment."

C.J. Kang, executive vice president and COO of Hyundai Heavy Industries, said: "As EPIC contractor for offshore projects, we agree strongly with Dockwise that there is a rapidly emerging need for a vessel of this capacity, given the scale growth of offshore projects. The benefits for our ultimate clients of dry transports of integrated structures and of large FPSOs are clearly apparent to yards and offshore services firms focused on the future evolution of our markets. As a top class offshore construction yard we are proud that Dockwise has chosen HHI for the construction and timely delivery of this vessel." **Source : Dockwise**



The tug **ISTAN BULL** seen departing after 1.5 month in Harlingen bound for Rio de Janeiro (Brazil)

See for more photo's : www.janvandewitte.nl

Photo : Jan de Witte ©

Iridium launches service offering

Iridium Communications is establishing a global service programme for its Iridium OpenPort® broadband marine satellite communication product.

To be launched during the first quarter of this year, this new initiative aims to provide full-service shipboard support to any Iridium OpenPort customer at more than 50 ports worldwide. The Iridium OpenPort global service programme will be comprised of a robust network of experienced technicians located around the globe. As part of this initiative, Iridium has signed an agreement with Radio Holland to be the first service partner for the Iridium OpenPort's programme. Radio Holland, a member of Imtech Marine, will provide portside technical support and assist Iridium with efficient global logistics, managing three regional service centres enabling support at all major ports worldwide.

"Iridium recognises the critical nature of maritime communications, and has established this programme to provide customers timely expert support," said John Roddy, executive vice president, global operations and product development, Iridium. "Instituting the Global Service Program is an important element in our business strategy for Iridium OpenPort, and this agreement with Radio Holland is a significant step in that direction," he said. "Radio Holland operates one of the most extensive service networks in the maritime industry, which will help to provide global 24 x 7 support for Iridium OpenPort," said David Slager, CEO Radio Holland group. In addition to the establishment of its worldwide network of maritime service centres, as of 1st January, 2011, Iridium is providing a five-year standard warranty for all Iridium OpenPort units. Iridium has shipped more than 3,400 Iridium OpenPort terminals for use on a wide range of vessels, thus far. **Source: Tanker Operator**



The Greek owned tanker **Petalouda** arriving at Lyttelton to discharge petroleum product from Singapore.

Photo : Alan Calvert ©

DFDS sells off ro-pax ship to Stena

DFDS has entered into an agreement for the sale of the ro-pax ship **Dublin Seaways** to Stena North Sea Limited. The sales price is 179m kroner and entails a profit of 12m for DFDS in 2011. **Dublin Seaways** was one of three ships deployed on DFDS' two routes between Ireland and England, which were closed on 31 January 2011.

This unfortunately means that there will be no future employment for the crew in DFDS. We will, however, do our utmost to find jobs for as many as possible in other parts of DFDS' network. As previously announced, the second ro-pax ship **Liverpool Seaways** will be deployed on DFDS' route network in the Baltic Sea. The third ship, a smaller ro-ro ship, will be deployed on DFDS' route network or chartered out.

The sale and deployment of ships is the last part of the closure of the two routes between Ireland and England, which had to be closed due to loss-making operations. The Irish and Northern Irish market still form part of DFDS' Northern European route network. Between Ireland and Holland and between Ireland and Spain container routes and door-to-door land transport are offered. Between Norway and Northern Ireland a route with sideport vessels targeted at the paper industry is operated. **Source: DFDS / maritimedanmark.dk**

Connecticut ports poorly placed to exploit 2014 shipping boom

THE massive shipping boom expected to explode along the US east coast in 2014 when the Panama Canal expansion is complete will surely bypass Connecticut's three deepwater ports as they are not ready, warned the Hartford Business journal.

The lack of a state port authority looking out for port interests leaves Connecticut ill-prepared to deal with dredging, domestic water shipping, rail and road access and international marketing, it said. This leaves the state - one of only 12 in the nation with more than two deepwater ports - unable to exploit its strategic position between New York and Boston, not to mention serving its own needs for energy supply and international trade. When Connecticut Governor Dan Malloy campaigned for office, he proposed creating a state-wide agency to coordinate the efforts of the New Haven, Bridgeport and New London deepwater ports and lobby on the national and international platforms to make Connecticut a vibrant seaport state. Vibrant ports could be a powerful economic engine generating jobs. But with the state running a US\$3.5 billion budget deficit, Malloy will have a difficult time bringing his port plans to fruition in the

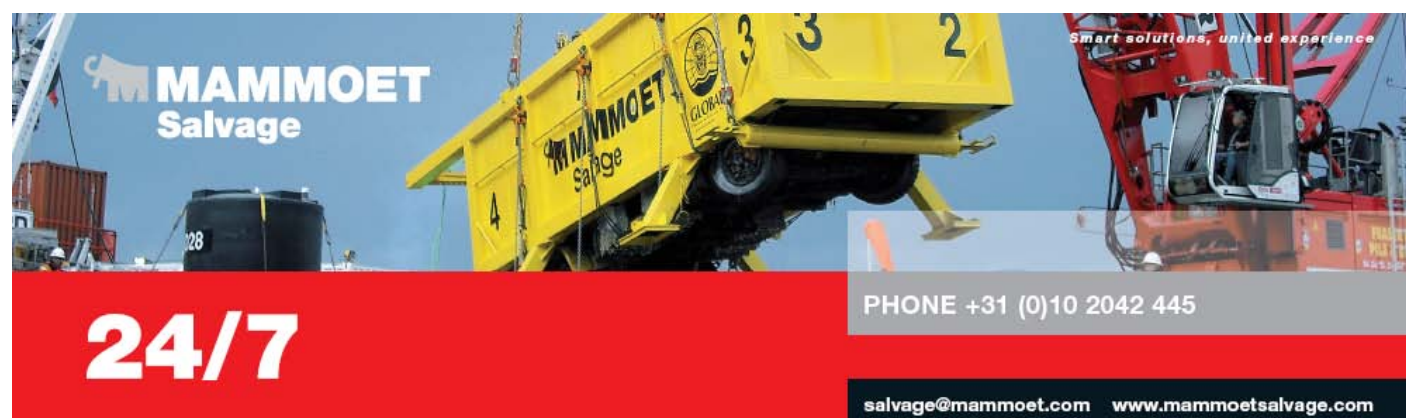
next two years, particularly for multi-million port improvement projects. "The value of having a state-wide port authority is having someone to look at the big picture," said Judi Sheiffele, executive director of the New Haven Port Authority. "It takes someone at the state level to talk to other states."

With the right infrastructure improvements to Connecticut's ports, the \$5 billion state maritime industry could see a 50 per cent increase in business by 2020, according to the Connecticut Maritime Coalition; but without a state port authority, those improvement will be hard to come by.

In 2014, the Panama Canal Authority will complete the addition of a third lane to accommodate ships double the size of the canal's current capacity. Because ocean shipping is the cheapest form of transportation, suppliers that would have delivered to America's west coast ports and shipped by truck or rail across country will instead travel through the canal directly to the population centres on the Gulf and east coasts. A bonus is they can avoid west coast ports that have been plagued by problems with their labour force, said Tim Feemster, national director of global logistics for California-based Grubb & Ellis advisers.

The expectation calls for a drastic increase in the amount of vessels docking on the east coast from China, which ships about one-third of the world's containers. Vessels from the Far East to America's east coast already constitute the greatest percentage of vessels travelling through the Panama Canal. Today, no Connecticut port is deep enough with adequate facilities to handle a containership, nor is any set up to handle the larger volumes, the newspaper said.

Source : Schednet



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Above seen the 1997 built USA flag container ship **APL CYPRINE** approaching Marsaxlokk Harbour, Malta for the first time on Friday 4th February 2011.

Photo : Capt. Lawrence Dalli - www.maltashipphotos.com ©

Aqaba Container Terminal ends 2010 with an outstanding record

Aqaba Container Terminal, Jordan's primary gateway to the shipping lines of the Red Sea and beyond, recorded a series of remarkable achievements in 2010, which have allowed the terminal to reach new heights in quality and efficiency standards. The highlight of the year was undoubtedly the field visit conducted by His Majesty King Abdullah II to the terminal in December to inaugurate the port expansion project -- which has a total investment value of \$235 million and the deployment of the terminal's recently acquired ship-to-shore (STS) gantry cranes.

The berth expansion is slated for completion in the year 2013, at which point the facility will have almost doubled its present wharf length. The expansion is expected to increase the terminal's annual capacity to a projected 1.6 million TEUs. The plan also included the importation of two STS gantry cranes, which were put into operation early in 2010 to substantially bolster the terminal's throughput capacity. The new cranes have the ability to handle 18 rows of "post panamax" containerships, as well as the ability to complete an average of 30 moves per hour, offering shipping lines cost savings through higher productivity and port capacity.

Moreover, truck turn around time for loading and unloading operations decreased to around 80 minutes, compared to 48 hours in 2004. This is due to the continued revisions made to procedures in the terminal and the management's unwavering commitment to excellence. Additionally, the storage period for full containers decreased from 3 weeks to 8 days due to expediciencies that have been applied to processing and handling. "We are more than proud of the terminal's remarkable achievements in 2010, which reflect our steadfast dedication to growth and development," commented Aqaba Container Terminal's CEO, Mr. Soren Hansen. "The investments we have made in new robust technologies, together with the essential modifications we have incorporated into our operational procedures and processes, were based on a series of extensive studies which showed us the areas where a change could deliver the greatest long-term benefits. The success of the various strategies we have adopted in 2010 comes as a tremendous validation and we are confident that the terminal's recent streak of accomplishments will substantially contribute to Jordan's long-term economic prosperity. The Jordanian maritime shipping industry is embarking on a new chapter, during which the Port of Aqaba is set to reach new heights, in line with the vision of His Majesty King Abdullah II."

Mr. Hansen also highlighted ACT's commitment to empowering the Jordanian workforce, saying: "We always seek to employ Jordanians and to help our local workforce realize its full potential. We continually train, rehabilitate, and reinforce their skills and competencies, as part of our ongoing commitment to sustainable development in the Kingdom."

Mr. Hansen also underscored ACT's dedication to improving the services offered to its stakeholders. ACT is currently planning to implement and employ a new web based system, called "TERMVIEW," which is an applications service geared toward enhancing communication and interaction between the terminal and its various stakeholders, in addition to reducing costs and decreasing time spent on paperwork and electronic and written correspondences. This initiative comes as part of ACT's continued efforts to join the ranks of other terminals in the APMT network by being the first terminal to test this application in the Middle East. On the global partnerships front, the terminal signed a partnership agreement with the Second Line of Defense Megaports Initiative, becoming the first official regional gateway in the Levant for containerized cargo destined for the United States. The Megaports Initiative is a key component of a multi-agency, multilayered, defensive network that strengthens the overall capability of its partner countries to detect and deter illicit trafficking of special nuclear and other radioactive materials at key international seaports.

In 2010, ACT witnessed the arrival of "APL Amman" at its harbor in its maiden call to Aqaba. "APL Amman" is considered the only vessel of its kind to carry the name of the Jordanian Capital, Amman, and sail along the APL line network. The ship's choosing of ACT from amongst the many port options available highlights the terminal's significance and its ability to serve greater navigation lines competing against other ports in the Middle East and North Africa. Additionally, as part of its longstanding commitment to the local community, ACT hosted a grand celebration of Global Safety Day, featuring a host of activities geared toward promoting awareness on the importance of health, safety, and environmental preservation. In line with its implied duties towards the populations of Aqaba, and in collaboration with Aqaba Rotary Club, the terminal also rehabilitated the Sports Court of the SOS Children's Village, establishing several facilities that will greatly enhance the overall experience of the village's residents. The terminal also adopted two local schools under the Madrasati initiative -- Al Shamilah School for Girls and Saffiyah Bint Abdul Mutaleb School -- and will financially sponsor essential rehabilitation and development activities within the schools over the next three years.

Internally, the terminal witnessed substantial developments in the arena of worker rights. Most notably, the terminal signed a Code of Conduct agreement with the General Trade Union of Sea Ports and Clearance, with the objective of maintaining a sustainable partnership between the two parties. The new Code of Conduct stresses open communication between the various parties involved in the terminal's operations, in addition to outlining the legal framework to be adopted during the implementation of procedures and policies. An agreement was also reached guaranteeing the continuity of the terminal's operations around the clock, which comes to embody the real partnership shared between the two parties by implementing a series of constructive policies and procedures geared toward bolstering productivity and maintaining harmony in the terminals. The agreement stipulates that ACT provides its employees with a revised biannual rewards program that will work in line with the incentives program currently implemented at the terminal. ACT will additionally revise its annual bonuses policy and will work to develop and support the terminal's social fund to help employees realize some of their long-term personal pursuits, particularly with regards to securing college educations for their children. Despite its substantial scope of work, ACT remains one of the leading terminals globally in terms of green operation. In addition to streamlining its operations to ensure energy-efficiency, the terminal spares no efforts towards developing and employing greener yard equipment to conserve fuel and energy consumption. A successful example of this are the Eco- Rubber-Tyred Gantry Cranes (RTGs) currently being used at the terminal, which save up to 40 percent on fuel and emissions through more efficient engine operation and improved conservation of kinetic energy. Additionally, throughout its berth expansion and other activities, the terminal has adhered to a strict policy geared toward the preservation of the coral reefs and sea turtle populations that thrive within its operational vicinity. ACT is a joint venture between the Aqaba Development Corporation (ADC) and APM Terminals -- the leading global provider of advanced logistical services -- operating via a 25-year build-operate-transfer agreement signed in 2006. The terminal constitutes the logistical and economic backbone of the Aqaba Special Economic Zone Authority (ASEZA), serving as the preferred gateway to the region for many active markets around the world. Over the years, the terminal has been a shining example of a large-scale establishment operating under a progressive leadership with an uncompromising dedication to sustainable growth.

Source: ACT (Aqaba Container Terminal)

H-591 ENROUTE BATAM (INDONESIA)



The tug **De Da** departed with Heerema's new building barge **H-591** from Korea bound for Batam Island (Indonesia)

Photo : Paul van den Berg ©

Nippon takes stake in Guangzhou auto terminal

Nippon Yusen Kaisha (NYK) is taking a stake in a car carrier terminal in the port of Nansha in Guangzhou, China. The Japanese line is taking 12.5% stake Guangzhou Port Nansha Automotive Terminal in an agreement with three Chinese

shareholder companies. The terminal handled 240,000 cars in 2010 making it the third largest automotive terminal in China.

NYK already operates dedicated car-carrier terminals in the ports of Dalian, Tianjin, and Shanghai, and this investment in Nansha, Guangzhou, gives NYK capital participation in dedicated car-carrier automobile terminals at China's four major ports. **Source : Seatrade Asia**

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Estonia: National Flag to be Made More Convenient for Ship Owners

Estonia's prospective national maritime policy is set on implementing the EU's protective measures for local shipping. To reduce the impact of flag of convenience registration practices, the EU allows member states to establish tax exceptions to support local shipping, but Estonia has not used them to this point, ETV reported.

"The biggest problem is taxes on the workforce, as surrounding countries enjoy tax breaks and thus Estonian ship owners are at a disadvantage," said AS Amisco management board member Allan Noor. Amisco operates five large freighters, none of which are under the Estonian ensign. Besides ships, seamen also have left Estonia due to lower taxes elsewhere - two-thirds of them work abroad, estimates deputy chairman of the Seamen's Independent Union, Jüri Lember. Economics minister Juhan Parts says lower taxes will not necessarily bring them or the ships back to Estonia. Parts said it is not clear whether the EU tax exception policy will even stay on the books past this year. In 2003, 17 large freighters flew the Estonian flag. The figure is now down to five - less than 10 percent of the otherwise sizeable fleet of 60 ships operating in the country. **Source: ERR News**

Port strike talk already hurting cargo

THE union representing about 2,000 longshoremen who work in Vancouver's port terminals has received a strike vote that could pave the way to a shut down of port operations, including port terminals on the North Shore. Tom Dufresne, president of the International Longshore and Warehouse Union Canada, says he has no plans to issue strike notice anytime soon.

But the association representing port terminals said this week the mere suggestion of a strike has caused its customers to begin diverting significant amounts of cargo to U.S. ports.

"We have significant diversion occurring," said Greg Vurdela, spokesman for the B.C. Maritime Employers Association, which is negotiating on behalf of the ports. Vurdela said global supply chains won't continue using Vancouver ports "when there's this level of uncertainty." Most of the ships being rerouted to the U.S. are containers, but "there is also some bulk product being diverted," said Vurdela.

Western Stevedoring's Lynnterm in North Vancouver could be one of the bulk terminals affected by rerouting of ships to the U.S. if concerns about the labour dispute continue. Coal shipments from Neptune -- which reached near record levels last year -- are less likely to be affected by the threat of a strike because alternate coal shipping ports don't exist on the west coast of the United States. This week, Vurdela called the union's recent strike vote "irresponsible," saying even the threat of a strike causes the port to lose significant business. Meanwhile, Dufresne accused port employers of trying to create a crisis to force the two sides into binding arbitration. "They're trying to reach a panic atmosphere," he said.

Midnight Sunday marks the end of a 21-day cooling off period in the acrimonious talks between the longshoremen and the port employers. The last collective agreement ran out in March last year. Since then, the two sides have failed to make much headway on a new agreement, despite help from mediators. Changes to working conditions are among the biggest sticking points.

Before any strike could begin, the union would have to issue 72-hour notice. But Dufresne said he's planning to be at the negotiating table next week -- not on the picket line. Chris Badger, chief operating officer for Port Metro Vancouver, said "we are open for business and cargo is flowing normally through the port," although traffic has dropped off recent weeks.

"I'm hoping it's not a crisis," he said. "What can't be denied is that fact these kind of situations do have an impact on our reliability. These issues do impact our reputation." It's unlikely any strike would last long. In the past, the federal government has moved quickly to legislate port employees back to work and to order an end to the bargaining through binding arbitration. **Source : North Shore News**



The **ALICE** seen leaving the IJmuiden locks bound for Amsterdam – **Photo : H. Blomvliet ©**

RAL orders five ships at P+S Werften

Greenland's Royal Arctic Line have ordered five ice-class special vessels at the German shipyard group P+S Werften GmbH. Royal Arctic Line has also secured \$98m financing for the order from the German bank KfW IpeX.

The order includes one vessel with a capacity of 606 TEU with 255 reefer plugs, two ships of 108 TEU with 80 reefer plugs each and two coastal vessels of 36 TEU with 26 reefer plugs. Delivery for all five ships is scheduled for 2012.

Three of the ships will commute between Denmark and Greenland, while the two smaller vessels will serve remote settlements in Greenland. The order is financed by German bank KfW IpeX, which granted Royal Arctic Line a loan of 98.2m dollar. **Source : Maritime Denmark**

Shandong ports throughput set new high last year

EASTERN China's coastal province Shandong registered a new port throughput high of 925 million tonnes in 2010, Xinhua reports. Port of Qingdao's throughput hit 350 million tonnes last year. Port of Rizhao's reach 225 million tonnes.

Port of Yantai handled 150 million tonnes. The province's river port throughput also broke record by reaching 65 million tonnes.

Shandong's port throughput currently ranks the second in China, while its foreign trade cargo throughput ranks the first. Source : Schednet

OLDIE – FROM THE SHOEBOX



The photos show the Greek t.s. "**KRITI SUN**" partially sunk at the ESSO SBM buoy near Pulau Bukom (Singapore) in



1975. The vessel had been struck by lightning and the subsequent explosion caused her to break in two with only the aftship and part of the forecastle still sticking out of the water. The engine room was completely dry. It was the year that **Smit Rotterdam** had only just opened their own offices in Singapore and their divers with the assistance of a naval architect from the Rotterdam Head Office made a thorough investigation in order to ascertain the possibilities to relocate and beach the entire wreck elsewhere so that the SBM buoy could be reinstalled and made operational again as soon as possible. Although the forepart of the tanker had been severely damaged, the deck had disappeared almost completely, and the few remaining tanks had suffered immensely, the salvage team concluded

that the vessel could be raised and moved towards the beaching area, using buoyancy obtained through patching of several damaged tanks. The completely submerged tanks to be made pumpable through cofferdams. These cofferdams and a variety of patches in all sorts of forms and dimensions were made on a barge alongside the wreck, and later installed on board.

After several months of hard labour the salvage crew succeeded in refloating the wreck and move it to the intended beaching place. The SBM buoy was reinstalled forthwith and became operational again within days. In the meantime discussions were going on with the Authorities to remove the wreck completely and interested parties were invited to make offers for removal on a lump sum basis or to buy the vessel "as is where is" with the obligation to remove the wreck and every single little bit of steel left on the scene. As mentioned the engine room was still intact and represented a certain value when sold on the market.



Therefore Smit instructed their Hamburg office to make arrangements to clean and preserve the engine against corrosion. Once the offer that Smit made to buy the vessel was accepted, the salvors started work again, severing the forepart from the aftship after the stability of the aftpart was secured by installing stability tanks on either side so that sufficient buoyancy could be obtained to transport the aftship and place her on the blocks in drydock in Singapore. Easily said but the execution of the work called for an excellent communication and cooperation between Management, Naval Architect, Divers and Salvage crew. The aftship was delivered in drydock to the new owners, who instructed the yard to build them a new foreship. The vessel resumed trading as a bulk carrier. Thanks to the skill and experience of all concerned the job was successfully concluded. An extraordinary feat of entrepreneurship was concluded and it remains to be seen if nowadays such ventures will be repeated in the salvage industry !

Source : Hans Meeuwisse

Photo's : Henk Hoeksema ©

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.... PHOTO OF THE DAY



The **UNION GRIZZLY** seen off Vlissingen
Photo : Wim Kosten - <http://www.maritimephoto.com> ©