



Number 081 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 22-03-2011**

News reports received from readers and Internet News articles copied from various news sites.



Still going strong !!



3 former SMIT-LLOYD 100 class AHTS vessels lined up in Onne Port (Nigeria) from the left the JASCON 10 (built as the 110) , JASCON 22 (built as the 111) and the JASCON 29 (built as the 117) - Photo : Gerrit van Antwerpen ©

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EVENTS, INCIDENTS & OPERATIONS

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NEXUM

Contract Management • Mediation



The Arleigh Burke-class guided-missile destroyer **USS Barry (DDG 52)** launches a Tomahawk missile in support of **Operation Odyssey Dawn**. This was one of approximately 110 cruise missiles fired from U.S. and British ships and submarines that targeted about 20 radar and anti-aircraft sites along Libya's Mediterranean coast. Joint Task Force Odyssey Dawn is the U.S. Africa Command task force established to provide operational and tactical command and control of U.S. military forces supporting the international response to the unrest in Libya and enforcement of United Nations Security Council Resolution (UNSCR) 1973

Photo : US Navy

Skuld: The Situation in Japan

Members will be aware of the devastation caused by the recent earthquake, tsunami and ongoing nuclear incidents affecting Japan. Skuld extends its deepest sympathy to our colleagues and friends who are touched by these tragic events, and indeed to all the people of Japan. Many enquires have been received from members and this Circular seeks to provide some guidance. As the situation is extremely volatile, it is essential that members obtain up to date information from their agents, ports authorities and official sources. A list of websites which members may find useful is provided at the end of this Circular. The situation in Japan is changing rapidly and requires careful monitoring. As of now, we are able to provide the following guidance:

Legal Position

It is not possible to provide detailed advice as that would depend on the specific facts of each case. However, as a general matter, solicitors have advised as follows:

Whilst the situation in Japan remains subject to rapid and unpredictable change, the following considerations may arise in respect of Charterparties or Contracts of Affreightment involving trading to Japan:

Safe Port / Berth

1. In general terms, a Master is not obliged to comply with an order to proceed to an unsafe berth or port.
2. A port or berth will only be safe if the vessel can proceed to, use and leave the berth without suffering damage through the exercise of good seamanship and/or navigation by the Master.
3. A port or berth will generally not be made unsafe due to temporary dangers. Consequently, if a particular berth or port in Japan is currently unsafe, consideration should be given to the question as to whether it may nevertheless become safe in the foreseeable future.

Frustration

1. A Charterparty will only be frustrated if the event said to frustrate the Charterparty is outside the control of both parties and makes performance of the Charterparty impossible, illegal or something radically different from the obligations undertaken by the parties at the time of contracting.
2. In principle, delay to a vessel may be a frustrating event in the case of a time or voyage Charterparty if the delay is such as to radically alter the obligations of the parties. Delay in this sense can be actual or anticipated delay. Consequently, if it appears unsafe or impossible for a vessel to call at a Japanese port for the foreseeable future, the Charterparty may be frustrated at this stage.

Force Majeure

1. Whilst there is no general doctrine of force majeure in English law, a Charterparty or other contract may contain a force majeure clause (for example, exempting responsibility for non-performance).
2. A general force majeure clause will not generally be applicable to interrupt laytime or demurrage.
3. A force majeure clause which refers expressly to laytime but not to demurrage will generally not be effective to interrupt time spent on demurrage.
4. Whether a party can rely on the force majeure clause in general terms depends heavily on the exact wording of the clause and the precise facts of each case.

These comments are for general guidance in respect of English contract law only. Members should carefully review the governing law provisions of their contract and approach their Skuld Syndicate with any specific queries that they may have regarding calling at a Japanese port. Members should whenever possible discuss their options with their charterers and with other interested parties (such as cargo interests) and seek to reach agreement. Naturally each case will depend heavily on the particular facts and Members' contacts at Skuld will be able to assist with specific queries that Members may have.

Deviation

If members deviate from their planned route, they will need to consider whether this is a lawful deviation or not. This will depend on the circumstances of each case, the terms of the contract of carriage and what is reasonable. If the deviation is lawful, it will not affect cover. However if it is unlawful, it will amount to a breach of contract which may prejudice cover. In case of doubt, members should contact the Association. Additional cover can be arranged if necessary.

General Guidance

We recommend generally that members in all cases make enquiries of the Flag State, and the state of the nationality of the crew to see what their recommendations are, and whether they advise to steer clear only of ports in affected zones or whether they advise to avoid all ports. If members have relevant overseas branches they too may need to make enquiries from the Government authorities in their locations if, for example, they have responsibility for vessel operation and crew operations relating specifically to vessels calling in Japan. In the end, members will have to take their own operational decisions in light of the facts available at the time. As is known, some ports are open and

functioning. This may change quickly. We recommend that members, when considering a call, make enquiries from relevant local agents (assuming these are not located in the immediately affected zone exclusion) to ascertain whether a port is open.



Sailors load food and humanitarian supplies aboard an HH-60H Sea Hawk helicopter assigned to the Black Knights of Helicopter **Anti-Submarine Squadron (HS) 4** aboard the aircraft carrier **USS Ronald Reagan (CVN 76)**. **Ronald Reagan** is off the coast of Japan providing humanitarian assistance to Japan as directed in support of Operation Tomodachi.

Members should furthermore obtain confirmation from the port authority that the port is safe for the vessel to call there, and determine whether the port or Japanese Government have any specific conditions for vessels such as medical precautions and or practical measures that can be taken by crew. As the situation in Japan is changing every hour, it is not possible to give definitive advice as to whether members' ships should avoid Japanese ports. However, we would anticipate that should members wish to take some time to monitor the matter before committing vessels to ports in Japan, arbitration tribunals would be sympathetic to an Owner or manager who wished to take some time to assess whether a particular port was safe at the time. That could mean that members might find it prudent to slow steam or wait at a safe location (this will be an operational matter for members to determine) while they make the relevant enquiries. To show that members have exercised due diligence and have acted reasonably, we recommend they document carefully all enquiries made.

Cover

The cover provided by the Association is subject to an exclusion for nuclear risks. Members should be aware that Club Rules exclude nuclear risks including damage/harm caused by radiation. This is a standard exclusion which applies to Owners (Rule 30.4 2), Charterers (T&C 24.1.5) and Offshore Operators (T&C 14.16) and is defined in the Appendix 1 of the Rules and Terms & Conditions. Cover is available as normal for claims arising out of the earthquake and tsunami. **Source: Skuld**

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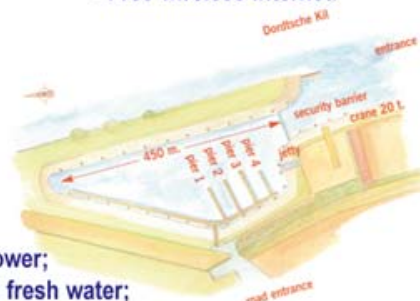
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Italy said Sunday it was checking reports that Libyan officials had detained the crew of an Italian ship docked in Tripoli and prevented the vessel from leaving port, a day after U.S. and European forces launched air and missile strikes to enforce a no-fly zone over Libya. The ANSA news agency reported the **ASSO VENTIDUE** of the Naples-based shipping company Augusta Offshore SrL has eight Italian, two Indian and one Ukrainian crew members aboard. Citing unnamed sources, ANSA said armed men, including one believed to be the Tripoli port commander, detained the crew as Libyan workers aboard were disembarking Saturday in Tripoli's port.

BOURI OILFIELD workers were evacuated on Sunday 20th March 2011 aboard the Italian owned offshore supply vessels **ASSO TRENTA**, **ASSO VENTINOVE** and **ASSO VENTIQUATTRO** together with the Croatian owned offshore supply vessel **BRODOSPAS STORM** that entered Marsaxlokk Harbour, Malta on Monday 21st March, 2011. The Bouri Offshore Field is part of Block NC-41, which is located 120 kilometers (70 miles) north of the Libyan coast in the Mediterranean Sea. It was first discovered in 1976 at a depth of 8,700 feet (2,700 m) and is estimated to contain 2 billion barrels (320,000,000 m³) in proven recoverable crude oil reserves and 2.5 trillion cubic feet (71 km³) of associated natural gas with an annual production potential of 6 billion m³. Bouri is considered the largest producing oilfield in the Mediterranean. **Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©**



Polsteam's **MITROPE** seen leaving the Antwerp locks – **Photo : Stan Muller ©**

Korea Gas to Divert Up to 500,000 Tons of LNG to Japan

Korea Gas Corp., the world's biggest buyer of liquefied natural gas, will divert 400,000 to 500,000 metric tons of the fuel to earthquake-hit Japan after a request by Japanese utilities. The state-run South Korean utility will provide the LNG starting from the end of March, the nation's energy ministry said in an e-mailed statement today. The swap means the utilities borrow the gas and return it later, the statement said. Japan is seeking alternatives to nuclear power after a March 11 earthquake forced the shutdown of 11 reactors. The nation may need LNG, on term contract and for immediate delivery, totaling as much as 1 billion cubic feet a day, or about 7.7 million metric tons a year, to burn in generators, JPMorgan Chase & Co. said in a March 14 report. South Korea is also making arrangements to send 52.6 tons of boric acid to Japan, according to the statement. **Source: Bloomberg**

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Taiwan asks for advanced notice from Japanese boats before docking

Taipei, March 18 (CNA) Passenger boats from Japan that seek to dock at Taiwan's northern Keelung Harbor are required to give the country's top nuclear safety regulator seven days advance notice beginning Friday.

The Keelung Harbor Bureau, which received the new instruction from Taiwan's Cabinet-level Atomic Energy Council (AEC) Friday, said the advanced notification would enable the regulator to send personnel to the port to scan boats for radiation. The new instruction came after the March 11 massive earthquake and ensuing tsunami in Japan crippled the country's nuclear power plant in Fukushima, leading to releases of radiation that could continue to get worse.

Keelung Harbor Master Hsu Wen-liang said he hoped the AEC would not only scan passenger boats from Japan for radiation, but would also conduct inspections on cargo ships. The harbor master said that most passenger boats from Japan that dock in Keelung are casual cruises that arrive without a fixed schedule, but cargo ships from Japan were still allowed to enter and leave port without being scanned for radiation as of Friday. The AEC has already set up 30 radiation detection stations across Taiwan and radioactivity detection checkpoints at the country's Taiwan Taoyuan International Airport, Taipei International Airport (Songshan) and Kaohsiung International Airport. The regulator is also inspecting 84 types of food imported from Japan for radiation contamination. **Source : Enditem/Is**

New crew members sought for lifeboat

Helensburgh lifeboat is seeking new crew members - particularly those who will be available during the day. The search for new crew comes after some existing members changed work and residences. Men and women who live or work within the Helensburgh to Rhu area are needed to undertake this voluntary life-saving role. Both men and women form the current crew. Helensburgh's RNLI Lifeboat covers the Clyde from Glasgow to Greenock and Dunoon as well as Loch Long and the Gareloch. The type of incidents attended include vessels in difficulty, distressed persons in the water and injured occupants of boats. Applicants need to be between the ages of 18 and 40.

They don't need to know anything about boats as full training will be given. In fact, only one out of every 10 crew members who join has a professional maritime background. They must have their own motorised transport to enable them to get down to the boathouse in Rhu Marina within a few minutes of their pager being activated. Crew have to be physically fit and committed to attending regular training sessions. Training is both at the lifeboat station and at RNLI Training School in Poole, Dorset. If you think you might be interested in joining the crew, and can meet the criteria, come along and meet Colin Gardiner, lifeboat operations manager, and the crew during a Sunday morning exercise (11am until noon) or telephone Colin on 07810 741927. Additional information on the RNLI and Helensburgh lifeboat can be found at www.helensburgh-lifeboat.org.uk **Source : Helensburghadvertiser**

DAMEN

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YER komt voor Damen Schelde Naval Shipbuilding graag in contact met een ervaren Projectleider Engineering. Klik hier voor meer informatie.

Ben jij of ken jij die initiatiefrijke en geschikte kandidaat?
Neem dan contact op met onze consultant Maritime & Offshore:
Thom Kuijpers, 06 - 51 61 36 72/thomkuijpers@yer.nl

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Meriaura // Walney 2 Offshore wind farm news



Photo : Hasenpusch Photo-Productions ©

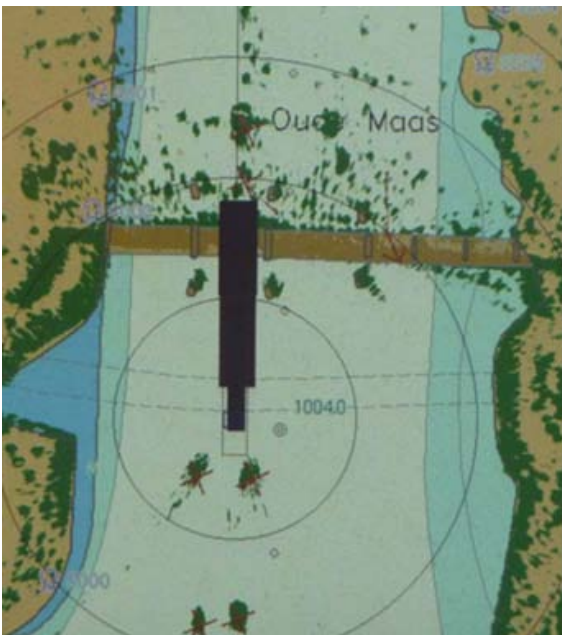
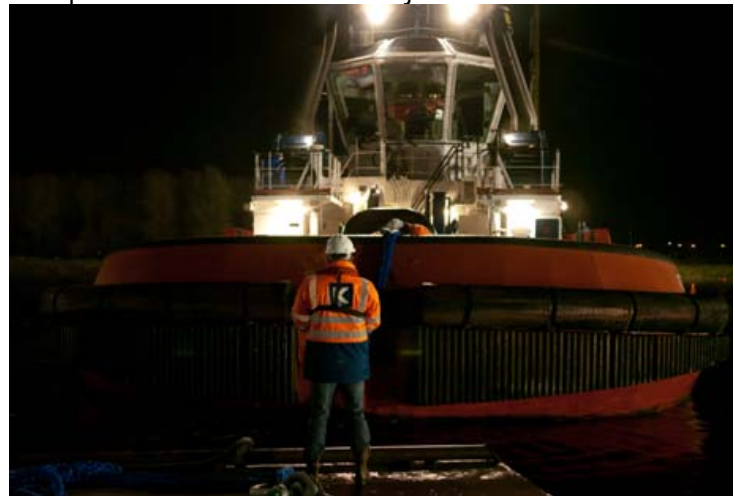
Meriaura Ltd is pleased to announce that it has successfully delivered the first transition pieces to the Walney 2 Offshore Wind Farm. The M/V **AURA** was mobilized right on time at Lubmin to the customer **DONG Energy**, meeting a very tight deadline. As part of the scope of **Meriaura**, the design and fabrication of the transportation frames and seafastening with GL-approval was achieved on a very tight and intensive schedule. 51 transition pieces will be transported in upright position from Lubmin in North Germany to Barrow-in-Furness on the UK West coast. Each transition piece is 26 metres high and weights 300mt of which M/V **AURA** can carry five pieces in one shipment. The **Walney 2 Offshore Wind Farm** will be operated by Walney (UK) Offshore Windfarms Lts owned by DONG Energy, SSE (Scottish and Southern Energy), PGGM and Ampère Equity Fund. DONG Energy is the operator of the project during the development phase.

Meriaura has over the years developed into a foremost specialized shipping company, capable of providing transport and logistic services for the most challenging marine and offshore projects as well as for specialized heavy and large

break bulk cargoes within the Baltic and North Seas. In order to meet future market requirements and the needs of its customers, a similar new building vessel as the multipurpose open deck carrier M/V **AURA** is planned and expected during 2012. In addition hereto other investments in vessels and assets for the Offshore Wind Industry are under development.

FIRST TUNNEL ELEMENT FOR 2ND COEN TUNNEL TRANSPORTED

As reported in yesterdays newclippings the first tunnel element (element number 4) was transported from the building dock in Barendrecht via the Oude Maas and Nieuwe Waterweg to the North Sea, where the transported headed towards the IJmuiden Locks.



the leader of the transport of the 178 mtr long element was **BAS VAN HOORN** of KOTUG, assisted by the pilots **PETER VAN DER WIEL** and **MARIJN VAN HOORN**, as reported yesterday the KOTUG tugs **RT Claire**, **RT Stephanie**, **RT Magic** and the **RT Adriaan** (this last tug joined the transport near Spijkenisse) and the pusher tug **Dieni** (Mammoet) executed the transport **Photo below : Jos Leentvaar (Mammoet) ©**



The departure was at 4:00 hrs from Barendrecht and passed the Hoek van Holland breakwaters at 21:15 hrs LT, the next transport of the next element is scheduled for Wednesday March 23rd departing 09:00 hrs from Barendrecht **All photo's (unless mentioned other) : Marijn van Hoorn ©**



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Jumbo's **FAIRLIFT** seen in Onne Port (Nigeria) – **Photo : Gerrit van Antwerpen ©**

Joined Up Thinking

A European project to integrate existing national and transnational maritime surveillance systems is under way. The Spanish company Indra said the new, common maritime information sharing environment will benefit national coordination centers, Frontex and the European Maritime Safety Agency.

Indra will coordinate the work of the 29 partners from 12 countries in the project, which is the flagship of maritime security within the VII Framework Program of the European Union. The project, called Perseus, has a budget of \$63 million and an execution period of four years.

Indra said Perseus addresses the call for an integrated European system for maritime border control. Its purpose is to build and demonstrate an EU maritime surveillance system integrating existing national and communitarian installations and enhancing them with innovative technologies. The new surveillance system is expected to increase the effectiveness of current systems by creating a common maritime information sharing environment using and integrating information provided by the European and national agencies. The project envisages collaboration with non-European countries and international agencies such as NATO or the International Maritime Organization.

Multiple sensors and sources of information will be incorporated in the system, Indra said. The first demonstration will take place in 2013 within the Western Mediterranean Basin from the Atlantic approach to Italy and North Western Africa. The second is scheduled for 2014 in the area of the Aegean Sea and Samos Island channel, potentially including an extension up to the Black Sea. Based on the results, Perseus will define the technical standards and recommendations for the future European integrated maritime border control system. **Source : ShipTalk**

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Ecology, Coast Guard monitor ship coming into Strait

The Washington Department of Ecology and Coast Guard are monitoring the transit of a 468-foot cargo ship that had engine problems Thursday as it prepares to enter the Strait of Juan de Fuca. A tug will meet the ship off of Cape Flattery this afternoon and escort it through the Strait on its way to Canadian waters. A different escort tug is scheduled to follow the ship to Vancouver, B.C.

The marine vessel **BBC Brazil** lost power while traveling north from Astoria along Washington's outer coast. Although repairs were made at sea, the Coast Guard issued a Captain of the Port Order requiring a tug escort the vessel once it comes into Washington waters and adding an extra layer of safety for the vessel and waters. "Ecology appreciates the Coast Guard's action to ensure this vessel has an escort tug, providing an additional mechanism to keep our waters protected," said Dale Jensen, Ecology's spills program manager. "We also thank the ship's owners for working cooperatively with us."

The **BBC Brazil** has been staying in international waters until it can confirm tug escort services. Washington's coastline includes sensitive areas such as the Olympic National Marine Sanctuary, which is home to many species of marine mammals and rich in cultural resources. **Source : department of ecology**

Home At Last

At least 14 Filipino seafarers who regained their freedom after pirates released their ship arrived home Thursday afternoon, the Department of Foreign Affairs (DFA) said Friday. The DFA said the 14, crewmembers of the **MT York** that was released on March 9, arrived at the Ninoy Aquino International Airport (NAIA) via Qatar Airways.

"Upon their arrival in the port of Mombasa, the Filipino seafarers underwent a medical check-up. The local manning agency representatives brought the Filipino seafarers to a hotel where they were reunited with their families," the DFA said in a news release posted on its website.

Accompanying them during their trip home were representatives of the vessel's principal and local manning agency.

On hand to welcome them were representatives from the DFA-Office of the Undersecretary for Migrant Workers Affairs, led by Legal Officers Dennis Bregala and Emily Villanueva.

Somali pirates hijacked the Singaporean-flagged and Greek-owned chemical tanker on October 24, 2010 at about 90 nautical miles from Mombasa, Kenya.

With the development, the DFA said there are 107 Filipino seafarers onboard 10 vessels held captive by pirates.

The DFA said the Philippine government has undertaken measures to minimize the exposure of Filipino seafarers to piracy attacks.

These measures include:

- making arrangements with ship principals and manning agencies for vessels to travel along a safety corridor and
- adopting best management practices to deter piracy attacks.

The Philippine government has taken up the issue of maritime safety and security in the Gulf of Aden and in the Indian Ocean before the United Nations and other international organizations. **Source : ShipTalk**

Passagiers Waterbus van boord na brand

Aan boord van een Waterbus op de Maas in Rotterdam heeft maandag korte tijd brand gewoed in de machinekamer. De passagiers en de bemanning konden het vaartuig ongeschonden verlaten. Een schip van het Havenbedrijf Rotterdam heeft de ferry naar de kant geduwd. Dat heeft een woordvoester van de Veiligheidsregio Rotterdam-

Rijnmond maandag laten weten. De passagiers werden van boord gehaald door een watertaxi die in de buurt was. Zij zijn opgevangen in een restaurant. Volgens de zegsvrouw woedde de brand maar korte tijd. Aan boord van de waterbus is een automatische blusinstallatie aanwezig, die het vuur al onder controle had voordat de brandweer ter plaatse kwam.

NAVY NEWS



The Dutch frigate **F 805 EVERTSEN** completed her maintenance period at the Scheldepoort in Vlissingen and was towed back to Den Helder naval base by the Iskes tug **GINGER** as can be seen above.

Photo : Ron Damman - www.newdeep.nl ©

First French FREMM Frigate Prepares for Sea Trials

In accordance with the Program schedule, DCNS is completing equipment integration and harbor acceptance tests on board the first-of-class FREMM multi-mission frigate Aquitaine. All major ship systems must be tested before the major milestone of the first sea going, scheduled next spring.



So far 95% of the electrical and hydraulic equipments of the ship have been installed, so teams are ramping up for the harbor acceptance tests of the principal systems: the information and communication system, the navigation systems (navigation radar, early warning radar), the electric power and distribution system (including four diesel generators), the combat system and the propulsion system.

The first tests of the electric propulsion motors and of the gas turbine started over the last few days and have been successfully completed. For the first time the entire transmission system of the frigate was running,

from the motors to the test propellers. This event is an important step, and moving moment, as it represents the first heartbeat of the frigate. "From now on all our efforts are focused on the preparation of the first sea going scheduled for the spring", points out Vincent Martinot-Lagarde, DCNS FREMM Program Director.

Over one thousand components have already been assembled, integrated and embarked onboard the first FREMM: this underlines the magnitude of the work undertaken by the DCNS personnel. Further components will be installed over the coming weeks, including for example the propellers, the systems related to the ship safety at sea, the helicopter hangar door and the davits for the semi-rigid boats.

For the FREMM Aquitaine first sea trials to be both effective and conclusive, sixty men and women from the French Navy already trained for six months. Besides their regular visits onboard the frigate, they prepare themselves running a Ship Management System training platform in DCNS. Their task is to get familiar with a highly-automated ship which will eventually have a crew of only 108 persons (half the number needed for earlier-generation frigates).

FREMM: the most technologically-advanced and most competitive ships on the market

For DCNS, the FREMM Program comprises twelve units, eleven for the French Navy and one for the Royal Moroccan Navy.

The FREMM frigates are the most technologically-advanced and most competitive ships on the market. Heavily armed, under prime contractor DCNS, they incorporate the highest-performance weapons systems and equipments, such as the Thales Héraclès Multi-Function Radar, an MBDA suite (SCALP Naval Cruise Missiles, Aster Surface-to-Air Missiles and Exocet MM 40 Anti-Ship Missiles) together with Eurotorp MU90 Torpedoes.

Versatile, they can respond to all types of threat. Innovative, they provide unrivaled interoperability and availability. Flexible, they are capable of meeting the needs of a very large number of navies, as demonstrated by the first DCNS FREMM contract for Morocco.

FREMM technical characteristics:

- Overall length: 142 metres
- Beam: 20 metres
- Displacement: 6,000 metric tons
- Maximum speed: 27 knots
- Crew: 108 persons (including helicopter detachment)
- Accommodation capacity: 145 men and women
- Endurance: 6,000 nautical miles at 15 knots

DCNS is a world leader in naval defence and an innovative player in energy. The Group's success as an advanced technology company with global reach is built on exceptional know-how and unique industrial resources. DCNS designs, builds and supports submarines and surface combatants as well as associated systems and infrastructures. The Group employs 12,000 people and generates annual revenues of around EUR 2.4 billion.

Source : www.defencetalk.com

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Scorpene sub delivery to India delayed

The first French Scorpene submarine will be delivered to India in 2015, three years later than scheduled. The announcement came this week from Indian Defense Minister A.K. Antony who issued a written statement last Monday in Parliament.

Under a \$3.9 billion contract signed between France and India in 2005, the construction of three Scorpene submarines would have begun in December 2006. December 2007 and August 2008, respectively. Mazagon Docks Limited would then schedule delivery of the submarines beginning December 2012. Still, Antony told Parliament that the scheduled delivery would be pushed back three years because of technical problems in the construction of the submarines.

"As per the contract, the first submarine was scheduled to be delivered in December 2012 and thereafter, one each every year till December 2017," Antony said. "There have been delays due to initial teething problems, absorption of complex technology, augmentation of MDL infrastructure and procurement" of material.

India is building six Scorpene submarines in collaboration with the French firm DCNS. The public accounts committee had previously slammed the contract as giving 'undue favor to the vendor', resulting in a financial loss to the government, apart from cost and time overruns. Headed by Bharatiya Janata Party leader Murli Manohar Joshi, the

committee accused the defense ministry of not affording full information on the extent of the financial loss suffered as a result of the submarine deal.

'The committee deplores the unwarranted stubbornness on the part of the defense ministry not to quantify the exact loss in terms of money due to delayed procurement of submarines for obvious reasons,' the committee said. The committee had noted that despite a three-tier monitoring system for defense procurements, the acquisition of the submarines got delayed "inordinately," the Sify news Web site reported.

The submarine's delayed delivery comes at a time when the Chinese navy is manufacturing several nuclear submarines, adding to its present fleet of 40 modern submarines. The Scorpene class submarines are a class of diesel-electric attack submarine jointly developed by the French-based DCN, Spain's Navantia and DCNS. It features diesel propulsion and an additional air-independent propulsion.

It is 219 feet long and has a speed of more than 20 knots with a displacement of 1,700 tons. With 31 men onboard, it can remain at sea for about 50 days and can dive to a depth of more than 1,000 feet. The Scorpene class submarines are being built in India under the Navy Project 75 which was approved in 1997. **Source :** www.upi.com

Russian 5G subs to be equipped with ballistic, cruise missiles



Russia's proposed fifth-generation nuclear submarines will be armed with both ballistic and cruise missiles, a senior Navy source told RIA Novosti on Saturday. He did not specify the names of the missiles. Russia is planning to develop its newest fifth-generation submarine by 2020 under a 2011-2020 arms procurement program, First Deputy Defense Minister Vladimir Popovkin said last month. Russia also plans to build eight fourth-

generation strategic nuclear submarines by 2020 and equip them with Bulava submarine-launched ballistic missiles, which are expected to be put into service this year.

Defense Ministry submitted the 19 trillion ruble (\$651 billion) arms procurement spending plan for 2011-2020 to the government in December. Some 80% of the funds will be spent on buying weapons and 10% will be spent on scientific research. **Source :** [RIA Novosti](http://ria.ru)

All wet: 6-inch crack found in newest Navy ship

The US Navy's first new Littoral-class small patrol ship, the Lockheed Martin-built U.S.S. Freedom, suffered a nasty crack in the hull last month in stormy seas when it was under going sea trials, according to Bloomberg News.

During a heavy-weather ocean trial on the [USS Freedom](http://www.usnavy.mil) in mid-February, ... sailors discovered a six-inch horizontal hull crack below the waterline that leaked five gallons an hour. Inside the hull the crack measured three inches. It originated in a weld seam between two steel plates.

The Navy says it's not yet clear whether the crack was due to faulty design, bad metal or faulty workmanship. The next ship of the same model being built by Lockheed is the [USS Fort Worth](http://www.usnavy.mil). But rest assured, the Navy and Lockheed are working on fixing the problem ahead of time, the Navy said. Of course, Lockheed has been telling us everything was going well with the F-35 Joint Strike Fighter for the last 10 years, too. **Source :** blogs.star-telegram.com

SHIPYARD NEWS

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The launch of LNG **Gaz United** at the STX Offshore and Shipbuilding Yard Busan, Korea last Friday

Photo : Bjorn de Groot ©

LD Lines cancel Norman Leader

ST Marine, the marine arm of ST Engineering, has received a notice of termination dated 17 March 2011 (Notice) from Louis Dreyfus Armateurs (LDA) in respect of the shipbuilding contract for the Roll-on/Roll-off Passenger ferry (Ropax) contracted in July 2007 for a contract price (inclusive of variable options) of approximately S\$179m. In the Notice, LDA have alleged that there is a delay in the delivery of the Ropax vessel. They further allege that even if the vessel is tendered for delivery there will be deficiency in the deadweight capacity of the Ropax vessel.

The Notice further states that in the event LDA is not entitled to terminate the contract in accordance with the Notice, LDA is fully prepared to continue to fulfill its obligations under the contract but however that it will become entitled in due course to terminate the contract by reason of deficiency in the deadweight capacity.

ST Marine has referred the matter to its legal advisers.

In the event the Notice is valid, ST Marine is required to refund the milestone payments made to ST Marine amounting approximately to S\$129m plus interest. LDA has also reserved its right to pursue claims in damages. If liable for damages, ST Marine's position is that under the terms of the contract its total liability for damages is capped at 10% of

the contract price. In the circumstances, the termination of the contract is not expected to have any material impact on the consolidated net tangible assets per share and earnings per share of ST Engineering for the current financial year.

ST Marine (Singapore Technologies Marine Ltd), the marine arm of ST Engineering, provides turnkey building, repair and conversion services for a wide spectrum of naval and commercial vessels. In shipbuilding, it has the proven capabilities to provide turnkey solutions from concept definition to detailed design, construction, on-board system installation and integration, testing, commissioning to through-life support. It has also established a track record in providing high engineering content shiprepair and ship conversion services for a worldwide clientele. ST Marine also provides a suite of sustainable environmental engineering solutions via its environmental engineering subsidiaries led by STSE Engineering Services Pte Ltd (STSE). Please visit www.stengg.com.

Work starts on 3rd Graney class sub

Sevmash shipyard in Severodvinsk will start construction on yet another nuclear powered multi-purpose submarine this year. The two first submarines of the class, named Severodvinsk and Kazan, are entering its final stage of construction. Severodvinsk is currently undergoing harbour trials and is expected to sail into the White Sea for its final sea trials as the ice goes in late May.

The name of the third submarine of the class is not yet announced. The vessels of the Graney class will be the most heavily armed multi-purpose submarine sailing in northern waters. Its armament includes 24 long-range cruise missiles, eight torpedoes in addition to mines and anti-ship missiles. In total, the Russian navy will get at least six Graney class submarines, reports RIA Novosti. **Source : BarentsObserver**

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RISICOMANAGEMENT IN DE MARITIME SECTOR

Donderdag 24 maart 2011
Delta Hotel, Maasboulevard 15 in Vlaardingen
Vanaf 17.30 uur aperitief en maaltijd

Aanvang lezing: 19.45 uur

Onderwerp: "Risicomanagement in de maritime sector"

Spreker: Jan Kamphuis, TRADUCO Asset Management

In de presentatie zal het risico gebaseerd onderhoud en het beheer gedurende de levensduur van schip en de installaties aan boord nader worden toegelicht. Introductie van verantwoorde risicobeheersing sluit nauw aan bij de ISM-code, waarin gesteld wordt dat de bedrijfsvoering tot doel heeft de veiligheid van mensen en het voorkomen van milieuvervuiling geborgd dient te worden. Opgave maaltijd uiterlijk dinsdag voorafgaande aan de lezing om 12.00 uur, per e-mail aanmelden@knvts.nl of per post. Voor alleen de lezing hoeft u zich niet aan te melden. U hoeft zich alleen op te geven indien u aan de maaltijd deelneemt! Kosten maaltijd: leden KNVTS € 10,- niet-leden € 20,-



The **SMIT ZWEDEN** seen assisting the **MAERSK KARLSKRONA** in Rotterdam-Waalhaven
Photo : **Stephan Grol** ©

MOL upgrades North Europe - West Africa service

MOL is upgrading its current ARN product to a fixed day weekly service between Europe and West Africa, with excellent connections via Antwerp for Asian and North American cargo. The new service will launch from Hamburg on 6 April, calling Thamesport, Antwerp, Dakar (Senegal), Tin Can (Nigeria), Tema (Ghana), Antwerp, Hamburg. Abidjan will also be included in the schedule when the political situation in the Ivory Coast allows. "This reliable weekly service, with fast transit times, will be especially useful for customers shipping fresh produce from West Africa to Europe and further afield," says Colin de Souza, Vice President North South Trades, Trade Management – Europe. French customers can benefit from excellent connections between Le Havre and Antwerp southbound, and Le Havre and Hamburg northbound.

Providing MOL Containership to Transport Aid Supplies from Overseas

Mitsui O.S.K. Lines, Ltd. is determined to provide containerships to transport aid supplies from overseas. As the damages of the earthquake set in, MOL has received many calls from voices desired to transport aid supplies to Japan from overseas.

"We express our heartfelt sympathies to the families and friends of those who lost loved ones in the earthquake," MOL President Koichi Muto said. "At the same time, we wish the best for the survivors of the earthquake and tsunami."

Items covered: Grant aid supplies from public institutions such as governmental institutions and municipalities, or government-approved aid organizations to be shipped to disaster areas by the Tohoku district - off the Pacific Ocean earthquake. However, some of the items such as dangerous articles, animals, and other regulated items may not be accepted. Please contact for details.

Type of transport: By containerships (dry containers)

Loading ports: Overseas ports that our-operated vessels directly call in

Unloading ports: Ports in Japan that our-operated vessels directly call in

Coverage of transport: From container yards in loading ports to container yards in unloading ports

Conditions of acceptance:

- Contacts of both consigners and consignees are clearly identified, and custom clearance procedures both at departure and arrival port, and procedures of land transport must be arranged by the consigners and consignees without fail.

- Acceptance may be adjusted depending on spaces of operated vessels and situations at terminals.

Period: Aid supplied delivered to container yards at the loading ports before the end of May 2011. As shipping capacity is limited, transport of those supplies will be on a first-come first-shipped basis. **Source: MOL**



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New Danish designed Ro-Con vessels

The Danish Naval Architecture Company Knud E. Hansen is behind the design of four new Ro-Con ships, to be build for the National Shipping Company of Saudi Arabia (NSCSA) by Hyundai MIPO, South Korea - with the option for further two vessels.



Prior to the contract signing, Knud E. Hansen carried out a very thorough project study including design and calculations. Knud E. Hansen also assisted NSCSA in the contract phase by providing technical expertise and advice.

The Ro-Con (Roll on / Roll off – Container) ships are designed with

attention to flexibility between Ro-Ro cargo and container cargo, and with a focus on low fuel consumption. In order to minimize "turn around" time in harbor, the vessels are designed with good maneuverability and optimized cargo decks. NSCSA wishes to expand their capacity within the sector of Ro-Ro, general and project cargo, with a focus on service between the United States East Coast and the Middle East (Red Sea-Arabian Gulf) and to the Indian Subcontinent.

The first vessels will replace the aging fleet within this sector and are to be delivered from Hyundai MIPO in 2012-2013.

Main dimensions of the vessels:

Length overall 220.0 m, breadth 32.3 m, max draught 9.5 m, deadweight 26,000 t.

RoRo capacity (deck area): 24,000 m².

Container capacity: 364 TEU.

Service speed: 17+ knots.

Main engine (MCR): 12,500 kW.

Aux. engines: 2 x 1,500 + 1 x 2,200 kW.

Classification: Lloyd's Register **Source: Knud E. Hansen**

We should cease scrap exports via Big Port St. Petersburg - Sergei Ivanov

Shipment of exported scrap metal through the marine terminals of Big Port St. Petersburg must be stopped, Vice-Premier Sergei Ivanov said today, speaking at the Ministry Board. "There should not be any exports of scrap metal from St. Petersburg!" PortNews quotes the official as saying.

According to Mr. Ivanov, the decision has been earlier approved at a meeting with First Vice-Premier Igor Shuvalov.

According to PortNews' analysts, there were 3 operators engaged in transshipment of scrap metal at Big Port St. Petersburg in 2010: "First Stevedoring Company CJSC" (220,000 tons), "JSC Petrolsport (660,000 tons) and TetraMet CJSC (160,000 tons). Besides, at Vyborg port the cargo was handled by stevedore company Port of Vyborg Ltd (15,000 tons in 2010). **Source : PortNews**



A photo made from the TSHD **Ham 318** which is operating at present at the Al Basrah Oil Terminal in Iraq.

Photo : Ton van der Veen ©

Reduced Environmental Impact and Costs for Norwegian Cruise Line

Norwegian Cruise Line, based in Miami, is one of the most innovative companies operating in the cruise industry. As part of their commitment to the environment, Norwegian Cruise Line applied biocide free, **Intersleek®** foul release coatings to the 78,309 GRT Norwegian Sun when it was built in Germany in 2001.

Ten years later, the **Intersleek®** system has only needed touch-up repairs, significantly reducing overall paint volume, packaging, waste and VOC emissions. Because full coats were not necessary, dry-docking time and costs were also significantly reduced.

During **Norwegian Sun's** dry dock in the Bahamas in January 2011, it was noted that the Intersleek® system had performed well and was in good condition with no animal or weed fouling. Commenting on the performance of the **Intersleek®** system, Mr. Brian Swensen, Senior Vice President, Technical Operations, Norwegian Cruise Line said, "We are very pleased with the performance of the **Intersleek®** system. At Norwegian Sun's two interim dry-docks, we only applied a total of 600 litres of **Intersleek®**. For a standard antifouling system, we would have used approximately 6,000 litres. This has resulted in a 90% reduction in VOC emissions and a 100% reduction in biocide release. The fact that no full coats were required meant that the dockings in 2004 and 2007 were completed ahead of schedule with lower paint and application costs than expected." **Intersleek®** has now been applied on more than 500

passenger vessels over the last 15 years, including 100 cruise vessels. Many of these vessels have achieved significant efficiency improvements with reduced environmental impact.



The **HAPPY ROVER** seen arriving at the river Tyne – Photo : Derrick Johnson ©

DFDS chooses MAN Diesel Turbo

Two RO/RO vessels ordered by Denmark's DFDS at the Volsverft Stralsund shipyard of German shipbuilder P+S Werften are to have complete MAN Diesel & Turbo propulsion packages. Scheduled for delivery in 2012, the ships' design is tailored towards operation on DFDS' commercial network, but will also meet parameters laid down by the Danish-German ARK military project for defense transportation assignments. The ships will each have a lane-capacity of 3,000 m and room for 342 TEU containers on the weather deck – a special requirement of the ARK project.

The ships were ordered as part of an agreement that increased the number of DFDS ships available to the ARK project from two to a minimum of five, backed by charter agreements covering the period 2010-2021. One of the five ships is on a full time charter to the military, while the others are available on between 15 and 60 days notice.

The total order price of the two newbuildings is Euros 128 million. Each will be powered by two MAN B&W 8S40ME-B9 engines with many extra MAN Diesel & Turbo specifications.

The vessels will have a twin-screw propeller system using the new, highly-efficient Alpha Mk. 5 designs, type VBS1350FF-ODS. The FF-type propeller features a full feathering pitch position and employs the Alphatronic 2000 propulsion control system. The propulsion package also uses shaft-line tunnel gears for PTO-drive. Each vessel will have three MAN Holeby 16/24 gensets. The propulsion plant is designed for operation in various modes, such as cruising, maneuvering and economy for military convoy sailing, with an electrical system that can handle fixed and floating frequencies.

In commercial operation one of DFDS's North Sea routes the ship's will an ordinary service speed of 18.6-18.7 knots and a contractual ship speed of 20.5 knots. When deployed for military service and convoy sailing, speed will be

reduced to about 12 knots. This is where operation on one engine/propeller is desired with the other engine stopped and its propeller pitch in full feathering position.

"This order represents a very interesting reference for our company. Not just because of the engines and the overall specifications, but also the unusual, multi-role nature of the vessels. Such vessels require multiple operational and propulsion modes built into their design. DFDS has chosen our ME-B engines as they are more flexible in relation to the significant operational variations that ARK ships experience", says Ole Groene, Senior VP Low-Speed Promotion and Sales, MAN Diesel & Turbo. **Source : MAN Diesel & Turbo**



The Svitzer operated **THETIS** seen assisting the **AMOREA** in IJmuiden – **Photo : Daniella Vermeer ©**

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Tanker Rates Fall First Week in Three as Japan Threatens Demand

The cost of delivering Middle East crude oil to Asia, the world's busiest route for supertankers, fell for the first week in three as the earthquake and tsunami in Japan curbed demand. Charter rates for very large crude carriers, or VLCCs, on the industry's benchmark Saudi Arabia-to-Japan route slid 0.6 percent to 62.82 Worldscale points today, according to the Baltic Exchange in London. Returns from the route, which reflect fuel costs, declined 0.8 percent to \$22,678 a day.

The March 11 temblor and tsunami disrupted supplies from plants accounting for about 1.3 million barrels a day of the country's refining capacity, or 29 percent of the total. Japan is the world's third-largest oil importer. "Any prolonged loss of refinery capacity would mean lower crude tanker demand," E.A. Gibson Shipbrokers Ltd. said in a report. "The majority of any crude cutback is likely to be in VLCC trade from the Middle East, and if those VLCCs were to be re-let on the spot market it would weaken rates."

For the past six sessions, rental income from the Saudi Arabia-to-Japan route has been below the \$30,100 a day that Frontline Ltd., the biggest operator, says it needs to break even on the ships. Worldscale points are a percentage of a nominal rate, or flat rate, for more than 320,000 specific routes. Flat rates for every voyage, quoted in U.S. dollars a metric ton, are revised annually by the Worldscale Association in London to reflect changing fuel costs, port tariffs and exchange rates. Each flat rate assessment gives owners and oil companies a starting point for negotiating hire rates without having to calculate the value of each deal from scratch. **Source: Alaric Nightingale, Bloomberg**



Above the activities around the pipe lay operation of the **Castoro Sei** in the Nordstream project, with the **Castoro Sei**, **Maersk Tackler**, **VOS Precious** and **Normand Aurora** and not visible the ITC's **Blizzard** from which the photo is made - **Photo : Capt. Gijs Dijkdrenth ©**

Uitnodiging Navingo Maritime & Offshore Career Event

Op woensdag 20 april 2011 tussen 11.00 en 18.00 uur in het Beurs-WTC te Rotterdam vindt de lustrum editie van het **Navingo Maritime & Offshore Career Event** plaats. In de maritieme en offshore sector is, ook in 2011, nog steeds een groot tekort aan gekwalificeerd nautisch en technisch personeel. Dat blijkt onder meer uit de nu al meer dan 110 aanmeldingen voor de grootste carrièrebeurs in Nederland voor de maritieme & offshore sector, het Navingo Maritime & Offshore Career Event.

Speeddate sessies - Lezingen

Navingo BV nodigt u als geïnteresseerde graag uit om langs te komen tijdens het Navingo Maritime & Offshore Career Event 2011. De toegang is gratis. Nieuw dit jaar tijdens het **Navingo Maritime & Offshore Career Event** is het speeddaten met werkgevers! Bezoekers krijgen de mogelijkheid om tijdens een aantal sessies korte gesprekken van maximaal drie minuten per persoon te voeren. Tijdens deze gesprekken gaat het met name om de persoonlijke klik. Inschrijven voor de speeddate sessie kan via de registratielink op de website.

Net als in voorgaande jaren wordt de dag afgesloten met een maritieme netwerkborrel voor exposanten en bezoekers. Wegens het grote succes van vorig jaar is op de beursvloer wederom het CEO Netwerk Café. Het CEO Netwerk Café vindt plaats in samenwerking met ingenieursvereniging KIVI NIRIA. Er zijn gedurende de hele dag project presentaties

over hoe in de maritieme wereld gewerkt wordt. Daarnaast zijn er bedrijfspresentaties die bezoekers inzicht geven in het reilen en zeilen bij exposanten en de carrièrekansen bij die bedrijven.

Meer informatie

Voor meer informatie omtrent de lezingen, speeddate sessies en bedrijfspresentaties kunt u terecht op de website <http://www.maritimeoffshorecareerevent.com> Ook vindt u hier de exposantenlijst en kunt u zich gratis voorregistreren voor een bezoek aan het Navingo Maritime & Offshore Career Event 2011.



The **MONTEREY** seen at the River Thames – Photo : Krispen Atkinson ©

Ship breakers tentative over HC order

The country's ship breakers are still scared of importing old vessels despite an interim High Court (HC) order issued in favour of them, causing serious shortage of raw materials needed for a number of industries. The HC bench on February 27 issued an order verbally saying ship import should not be stopped and sought suggestions from parties concerned to facilitate procurement of old scrap vessels, Bangladesh Ship Breaking Association (BSBA) said. "We're yet to get any official copy of HC order. If the HC gives favourable terms and conditions, then we will begin procuring old vessels," senior consultant of BSBA Captain Anam Chowdhury told the FE Friday. BSBA sources said the HC is expected to issue the official copy of the verdict immediately. The old ships are the major sources of raw materials for building of inland vessels, mild steel rod and light engineering equipment. Nearly 90 per cent of inland ship making plants use plates of old vessels. Besides, MS rod manufacturing and light engineering also consume a major portion of scraps.

According to a study, 29 sectors consume iron and other matters of old ships, BSBA said. Syeda Rizwana Hassan, director of BELA (Bangladesh Environmental Lawyers Association), told the FE: "I am yet to get the official copy. I am expecting that the HC order will incorporate conditions to import old vessels." She also said: "If the conditions are hard to comply with, then the order will not be in favour of the ship breakers." The Prime Minister has recently announced ship breaking as an industry under the ministry of industries, considering its importance in the economy. The ship breaking sector has been facing hurdles over import of old vessels since 2009 due to legal issues which has caused reduction in their imports. The country's 72 ship breaking yards had imported 175 ships weighing 2.2 million tonnes of iron plates in 2009. The imports dropped significantly in 2010. The ship breakers imported only 1.3 million tonnes of iron plates last year. M Ragman, chairman of Ratanpur Ship Recycling Industry, said: "I've reduced the number of ship imports since 2009." He said the ship breaking yards are almost empty now.

Another BSBA consultant said nearly 30 old ships imported earlier are now awaiting dismantling. Md Ali, president of Bangladesh Re-rolling Mills Association, said the prices of ship plates have been surging sharply over the past few months. "Our cost of production has increased significantly due to the rise in the price of ship plates." The price of each tonne of ship scrap now ranges between Tk 42,000 and Tk 43,000 against Tk 28,000-Tk 30,000 earlier. Sitakundu in Chittagong emerged as the world's largest ship-breaking destination as Bangladeshi importers had beaten their competitors in India and Pakistan to buy the highest number of scrap vessels sold in the international market during 2007, 2008 and 2009 period. The other leading players in ship breaking are Turkey and China. The active ship breaking yards in Sitakundu, 20 kilometres north of the port city Chittagong, dismantled more than 130 ships in 2007. Bangladesh used to dismantle nearly 50 per cent of the ships sent to scrap-yards across the globe, according to BSBA.

Source: Financial Express

OLDIE – FROM THE SHOEBOX



Not really an oldie, but a photo of the AHTS " **BRITISH MAGNUS** " seen on fire at Valletta, Malta, on the 27-07-1995
Photo : Gejtu Spiteri ©

.... PHOTO OF THE DAY



The **MSC CAMILLE** seen arriving in Antwerp - Photo : Steven Oppeel ©

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