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**Above seen the Westug Management tug ZP Lambert encountering a bit of heavy seas  
at Cape Lambert  
Photo : Carl Jernert (c)**

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## EVENTS, INCIDENTS & OPERATIONS

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The **GSP QUEEN** seen operating in the Black Sea – Photo : Capt. Dariusz Klekowiecki (c)

## River floods may trigger halt of ship traffic

The next few days will be critical for Mississippi River shipping traffic as authorities confront raging waters that threaten a repeat of the floods that swamped New Orleans following Hurricane Katrina in 2005. The Army Corps of Engineers is considering opening up a spillway that hasn't been used in 38 years, in a bid to divert water away from Baton Rouge and New Orleans and into a swamp region that still could threaten smaller towns in its path.

Meanwhile, the Coast Guard is on the verge of closing the river to deep-draft shipping traffic until waters subside. The river already is at flood stage along the banks of New Orleans, and is just a few feet away from putting severe pressure on the levees that defend the already-ravaged city from the river. "They are just anticipating having to do that," said Coast Guard Petty Officer Casey Ranel. "It's for the safety of the mariners." Between Baton Rouge and the Gulf of Mexico is where deep-draft ships operate; further upstream the Mississippi shallows and only barge traffic is allowed. A shutdown could stall for several days millions of tons of cargo shipped to and from the 31 states along the Mississippi and its tributaries while the river crests. Officials say the river is expected to crest during the week of May 22.

That could create a backup of traffic of ships trying to enter the river delta as well as those hoping to venture back down river toward the Gulf of Mexico, disrupting supplies of goods and services. The river moves roughly 500 million tons of cargo per year. Ships currently still are allowed to travel along the river, though there are restrictions, particularly around the Bonnet Carre spillway, a few miles upstream from New Orleans. Floodgates from the spillway have been opened and now are diverting some water from the Mississippi to Lake Pontchartrain, north of New Orleans. The idea is to eventually divert water into the Gulf of Mexico out the eastern side of the lake, whose waters ruptured levees in New Orleans during Katrina and flooded three-fourths of the city. Chris Bonura, spokesman for the Port of New Orleans, said harbor officials are hoping the Coast Guard doesn't have to shut down the critical waterway. The river now is slightly above 17 feet, and if it gets to 18.5 feet, then a shutdown may be necessary. The Coast Guard still could open more of the Bonnet Carre spillway to alleviate the swelling. "I think it's definitely in the interest of the U.S. economy for them to not close the river," he said. "It's a big deal." Bonura said the loss from just the New Orleans port alone is roughly \$100 million a day. There are five deepwater ports in the lower Mississippi River, all of which are among the top 15 in the U.S. in cargo handled, he said. The Army Corps says it has to make a decision soon on whether to open the Morganza Spillway, 280 miles upriver from the delta and well north of both New Orleans and the state capital of Baton Rouge. Constructed in 1954, the spillway has only been used once, in 1973. "It is to relieve the stress of the levees in Baton Rouge and New Orleans," said First Sgt. Jimmy Hankins, an Army Corps spokesman. Corps engineers are watching an area north of the Morganza Spillway known as Red River Landing to gauge the river's flow. If water moves at 1.5 million cubic feet per second through the region, opening the spillway will be an option. Hankins said the river was pushing 1.423 million cubic feet as of 7 a.m. Thursday, adding that further pressure through Red River was expected. The Morganza spillway takes runoff from the Mississippi and diverts it into the Atchafalaya Basin, a 100-mile by 20-mile stretch of mostly swampland that runs south toward the Gulf of Mexico. While opening the spillway would help protect Baton Rouge and New Orleans, large stretches of farmland and some towns such as Morgan City are likely to see heavy flooding. The area is considered a floodplain, however, and property owners have been notified to prepare for rising waters. The New Orleans Times Picayune said on its Nola.com website that the spillway opening could strike another blow against oyster farmers. Fresh water flowing into Louisiana marshlands is likely to dilute the saline content in the oyster beds and ruin this year's crop. Oyster beds throughout the state were severely damaged last year when the [Deepwater Horizon](#) exploded, shooting millions of gallons of oil into the Gulf of Mexico. **Source: Market Watch**

## TS Dover has been sunk by vandals in Middlesbrough Docks



CAMPAIGNERS behind plans to bring a cross-Channel car ferry named after Dover back to the town say they will not give up despite the vessel sinking. The [TS Dover](#) moored up in Middlesbrough Docks has been shut down as a floating nightclub. But over the weekend, it is understood vandals broke into the ship and caused enough damage for it to take in water. It is now sitting on its stern in shallow waters and is listing to starboard.

Richard Moffatt has been spearheading a campaign to get the ['Dover'](#) back to the town and turn it into a tourist attraction. He said: "On the face of it this is a major blow as TS Dover has sunk. "But all is not lost as its owners Able UK Ltd will have to float it again to move it and in turn I'm told they



will move it to a dry dock and survey it. "That helps us because if the '**Dover**' was to come home it would need to be surveyed first.

"Hopefully the damage is not too great – these old ferries were built very well. "We're still incredibly optimistic she'll return home." **TS Dover** was built in 1965 and sailed between Dover and Calais until 1980, before being renamed the Earl Siward. It was then sold to a Cyprus shipping company, before returning to the UK to become known as the Tuxedo Royal. It is now moored in Middlesbrough Docks. The vessel's sinking is the latest blow in the campaign to bring it back to the town after Dover Harbour Board chief executive told the Dover Steamship Company it would facilitate its possible return anywhere in the port in April. Mr Moffatt's campaign has already received support from local organisations including the Dover District Chamber of Commerce and, following Mr Goldfield's rejection, the People's Port Trust. **Source : [thisiskent.co.uk](http://thisiskent.co.uk)**



The **JULIAN** seen enroute Amsterdam – **Photo : Marcel Coster (c)**

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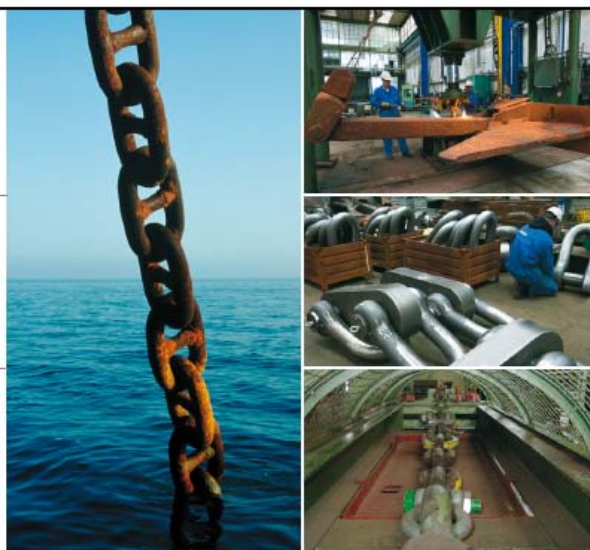
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# India opposed to extension of piracy 'risk zone'

INDIA is opposed to extending a piracy 'risk zone' to the edge of its territorial waters, the country's maritime regulator said on Friday, as pirates seek new targets beyond the Horn of Africa. The extension, brokered by the International Transport Workers Federation with ship owners and managers, came into effect on April 1 and is designed to protect sailors and vessels at risk of attack.

'It (the zone) is extended up to the Indian coast and we don't think that that is the right thing to do,' Captain H. Khatri, a deputy director-general of shipping at the Directorate General of Shipping in Mumbai, told AFP. 'There are no piracy incidents in these waters so it shouldn't be an issue,' he added. The extension provisions include increasing security on ships travelling in the area to reduce the risk of attacks and paying compensation to seafarers if their vessel is targeted or if they are injured or killed. India's opposition to the extension comes as the country's coastguard and navy are on high alert against pirates seeking to evade the clutches of the international force by attacking shipping in the eastern Indian Ocean. More than 100 pirates have been caught and are awaiting trial in India following a series of violent skirmishes near the country's Lakshadweep islands since the start of this year. **Source: AFP**

## **H-851 DOING BALLASTING TRIALS**



Above and below seen the Heerema's **H-851** doing ballasting trials of Hong Kong. The **H-851** is converted from a launch barge into a float-over barge/launch barge at Yui Lian Ship yard in Shekou, Shenzhen. After outfitting she will be ready for the North Rankin project in Australia. - **Photo's : Willem van Woercom (c)**



## Grounded ship to be towed soon

The Philippine Coast Guard on Friday said the cargo ship that ran aground off Sarangani province and shredded a large coral reef patch will be moved soon.

Lt. Cmdr. Algier Ricafrente, PCG spokesperson, told the INQUIRER in a phone interview that **MV Double Prosperity's** cargo load of 65.351 metric tons of coal was "being lightened" so that the vessel could be towed out of Bacud Reef.

Ricafrente said a PCG vessel, the **BRP Ilocos Norte**, has anchored near **Double Prosperity** to keep an eye on the situation. He said personnel from the coast guard's Marine Environmental Protection Group and Special Operation Group have also boarded the ship. The spokesman said that so far, oil or coal spills were unlikely, although he said that PCG personnel remained alert round-the-clock for any possibility.

Ricafrente said Coast Guard commandant, Vice Adm. Ramon Liwag, has not specified a definite deadline for the removal of the ship. **Source : Philippine Daily Inquirer**



Iskes **TELSTAR** seen assisting the **GLORY FUZHOU** into the Ijmuiden Locks – **Photo : Simon Wolf (c)**

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The **MSC BILBAO** seen enroute Antwerp - Photo : Richard Wisse – [www.richard-photography.nl](http://www.richard-photography.nl) (c)

## Nigerians' oil tankers float idle as foreign ships score the jobs

A 2003 law was supposed to restrict all domestic shipping to Nigerian-owned ships. The country is rich in oil but rife with corruption, and more than half its people live in poverty. Reporting from Lagos, Nigeria— They are not the most beautiful ships to take to the sea, unless you are a retired naval captain with seawater washing through his veins.

For Nigerian sea captain Niyi Labinjo, his little fleet of four ships is his life. They're workhorses: ugly tankers a quarter of a century old or older, picked up cheap and designed for small coastal jobs, not to ply the high seas.

Like many other Nigerian-owned ships, they mostly lie at anchor while vessels flagged in places like Panama or St. Vincent and the Grenadines dominate Nigerian waters. The most lucrative cargo is exports of crude oil leaving Nigeria and imports of refined petroleum products including gasoline and diesel.

It wasn't supposed to be this way. In 2003, Nigeria, one of the world's top oil producers, passed a law restricting all domestic shipping to Nigerian-owned ships. The aim was to guarantee Nigerians a piece of the maritime trade. Similar laws exist in Canada, Japan, Europe, Australia and Indonesia.

Eight years later, foreign operators still dominate the industry. Nigerians who jumped into the business with high hopes said authorities have failed to enforce the law, known as the Cabotage Act; dozens of domestic ship owners have gone bankrupt. Labinjo said he's heard complaints that Nigerian ships are too old and decrepit to safely transport petroleum products to and from larger tankers offshore, and that local crews lack the skill to do the job. Some of his ships have gone as long as nine months without a load.

"They use many excuses. They say, 'No, your ships is leaking,' when it isn't leaking. They will say 'Your papers aren't complete, you don't have insurance.' When you have everything, your ship is first class, your ship is insured, they will say you don't have enough bollards," he said, referring to ships' mooring posts.

Nigeria — a country rich in oil but rife with corruption, and where more than half the population lives in poverty — is taking steps to make its economy more competitive. Its ports were privatized five years ago to cut cargo wait times. Some terminals saw stunning improvements. But Nigeria is still ranks 146th out of 183 countries in terms of the efficiency of its ports, according to the World Trade Organization.

Labinjo, general secretary of the Indigenous Shipowners Assn. of Nigeria, blamed corrupt and ineffective maritime authorities for hampering the industry's development. The walls of his office are hung with the photos of chugging tankers that he said would transform Nigeria's economy if more natives were given a fair share of the trade.

"For every Nigerian you give a [shipping] job, you are empowering Nigerians because he will employ Nigerians and he will use Nigerian services and he will put the money into a Nigerian bank."

To be in the Nigerian shipping game, Labinjo said, narrowing his eyes, you have to be tough and you have to love ships. He said he joined the army at 16, transferred to the navy, rose to captain and commanded many ships.

"That's where I got this love of ships, this love for the sea." After 35 years in the navy he retired, raised some money and bought his first ship for \$65,000. He went on to purchase four more. "People who are engaged in shipping are not in it for the money, but for the interest. It's a cyclical business, boom and bust," he said. "Those of us in the shipping business call it a storm. It takes a person who is strong enough and interested enough to stay, even after the storms."

A storm — real, not figurative — that hit Nigeria in February 2010 illustrates the industry's problems. Sixteen idle ships, anchored empty offshore, were washed ashore like corks. Five of them were destroyed.

Labinjo lost one of his ships, the Ray, which sank not far from land. He said insurance didn't cover the loss. Frustrated by the government's inaction, the shipowners association in 2009 arrested six foreign ships in Nigerian waters for allegedly breaching the Cabotage Act. The high court of Nigeria found the owners of a Filipino-crewed vessel, the Lovell Sea, guilty of breaking the law that year. But such enforcement is a rarity.

Babatunde Fashola, governor of Lagos state, said locals lack the training and equipment to compete with foreign operators. "Unfortunately, most of [the maritime industry] is in foreign hands, because we lack the capacity to compete effectively through the ownership of adequate equipment and the required manpower or expertise," he said at a March maritime exhibition in Lagos. But Lagos maritime consultant Bolaji Akinola said government officials are the ones who are unqualified. Temisan Omatseye, the last boss of the Nigerian Maritime Administration and Safety Agency, was arrested in November and accused of corruption, money laundering and other abuses. In a February interview with the Vanguard newspaper, Akinola said enforcement of the Cabotage Act would funnel a steady stream of business to Nigerian ship owners, enabling them to replace old ships and boost hiring.

"No Nigerian vessel should be allowed to sit idle on Nigerian waters while foreign vessels have a field day on our waters. Period," Akinola said. "All we need is some level of patriotism and political will to do it." **Source: Los Angeles Times**



Above seen the "[Diamantgracht](#)" seen outbound from Antwerp bound for Rotterdam, the Spliethof vessel is built in 2009 i China at the Jinling Shipyard in Nanjing, 1 out of a series of 8 ships

**Photo : P., M. & Ph. van Luik - [www.shipsoffterneuzen.nl](http://www.shipsoffterneuzen.nl) (c)**

## Jawaharlal Nehru Port trust fire toll RISES TO two

The death toll, in the fire that broke out on Wednesday in a chemical container in the yard at Jawaharlal Nehru Port Trust (JNPT), was raised to two as one more person succumbed to burn injuries on Friday, police said. The fire broke out following two blasts in the yard at the Container Freight Station in Navghar village where hundreds of containers were stored. "The cause of the blasts is not yet known," Navi Mumbai Police Commissioner Javed Ahmed said. The container reportedly is owned by Maersk Ltd. But company officials refused to comment. **Source : Mumbaimirror**





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The **SKANDI HERCULES** seen anchored off Singapore – Photo : Henk van Rooijen (c)

## K Line's CEO resigns

Kenichi Kuroya is standing down as the head of Kawasaki Kisen Kaisha (K Line). K Line said Kuroya had tendered his resignation as president and ceo with effect from 13 May, slightly over one year after he took up the post on 1 April , 2010, Seatrade-asia reports. The company said a board of directors meeting today had decided to appoint Jiro Asakura, currently vice president as the new ceo and president. Kuroya will remain as a director of K Line.



The **LADY AUBREY** seen anchored off Singapore – Photo : Capt. Jelle de Vries (c)

## CASUALTY REPORTING

### MSC OPERA TOWED TO VISBY WITHOUT POWER



The **MSC OPERA** – Photo : Nico Ouwehand (c)

The 2004 built 59058 GRT Cruise vessel **MSC Opera** with 2000 people on board is being towed to Visby without power, after there was an explosion in an engine on May 13. The vessel is in very poor hygiene and the bathrooms are inoperable. The master tried to continue the voyage with one remaining main engine, but this failed. Tugs were called to pull the vessel to Visby where the battered vessel is due to arrive today (May 16). Meanwhile a team of MSC Cruises are sent to Sweden to assist the passengers. **Source : Lloyds / Informa**

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## Collision with ice causes mild damage to Westerdam's hull

The cruise ship **Westerdam** received a mild indentation in the hull while maneuvering through ice during high winds while sailing in Yakutat Bay near Hubbard Glacier last Tuesday, according to a statement from Holland America Line.



The cruise line states the hull was not breached and the ship continued on its published itinerary as planned. It was in port in Juneau on Monday, and is scheduled to return this coming Monday. The **Westerdam** departed Seattle on May 7 on a seven-day Alaska sailing. It is the largest ship Holland America sails into Juneau, in terms of capacity, and is capable of carrying 2,716 passengers and crew members. **Source : Juneau Empire**

## **SHIPYARD NEWS**



Seen at Shipyard Olthof Machine fabriek Capelle a/d IJssel for afloat repairs lpg/c "**Twaite**" from messrs Chemgas Rotterdam and mt **Globalmoon** from messrs Unifleet/North Sea tankers Capelle a/d IJssel .

**Photo : Daniëlla Vermeer ©**

## **Longxue tanker order**

CSSC Guangzhou Longxue Shipbuilding has signed a contract with compatriot Shanghai NorthSea Shipping to build a new 115,000-dwt tanker. Newbuilding price and delivery schedule are yet to be revealed. The shipbuilder developed the design of this ship type by itself. The order is the first for this ship type, one Longxue is confident will become popular on the market. **Source : Seatrade Asia**



Above seen the 1991 built tug **LEBD AH** (left) slipped at Qasr Ahmed Port, Misurata, Libya on Sunday 8th May, 2011 with the 2005 Damen built tug **SILNI** in front of her. **LEBD AH** has rudder and nozzles broken while **SILNI** has the propeller shaft in the workshop. Berthed at the quay are the 1991 built **SOUSAH** that was ready for sea trials before the Libya Uprising and next to her the 2007 built Damen tug **ASSAMEEDA**.

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



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The **MSC DEBRA** seen outbound at the Westerscheldt River – Photo : Willem Kruit ©

## ROUTE, PORTS & SERVICES



**MV Damali** sailing from Dar es Salaam. This vessel is chartered by Evergreen/Wanhai/MOL/Seacon consortium in a new service (AEF) sailing between Far East and East Coast of Africa.

Picture shows **Damali** chartered by PIL before in their Far East Service. **Photo : Anton Klaassen (c)**

## Developing Sri Lanka's ports

The Cabinet has approved a proposal by President Mahinda Rajapaksa, as Minister of Ports, to rehabilitate and further develop the Kankasanturai (KKS) port with Indian aid. According to a government statement, this project is considered important 'in the context of the security of the country and the economic and social development of the northern peninsula.' KKS has been identified with Jambukola - the main seaport for passenger traffic with India - which was one of a number of ports with which this island was blessed from ancient times along its coastline. The oldest recorded was Thambapanni, where the legendary King Vijaya was reputed to have landed - probably the Hippuri mentioned by Pliny and generally identified with Kudremalai on the north-west coast. However, it was just one of many which existed from prehistoric times.

Ancient Egyptian mummies have been found to contain Cinnamon, so there must have been trade with Sri Lanka in pre-Vijayan times. James Emerson Tennant considered Galle to be the Biblical Tarshish, whence King Solomon received peacocks and spices. Among the ports mentioned in the ancient chronicles were Mahatitta (near Mannar), Urutota (Kayts) and Godavaya (Gota pabbata pattana) on the south coast, which was a major entrepot for East-West trade from about the first century CE. Ibn Batuta mentions ports at Puttalam, Chillaw, Dondra, Galle and Colombo, while Ma Huan and Marignolli mention Beruwela. There were other ports at Trincomalee and Hambantota, as well as smaller havens dotted around the coast. In the 19th century, Colombo and Galle competed for the position of main seaport, particularly after coal-burning steam ships became popular and increased in size. The British Admiralty favoured developing Galle as a coaling station, at an estimated cost of about Rs 300,000 (multiply a thousand-fold to get the value in today's money). However, the colonial government decided that Colombo would more usefully serve the plantations of the interior and the harbour was built at a cost of about Rs 700,000. The greater cost was due to Colombo not being a natural port, as Galle was. A major naval base was built at Trincomalee and Galle and Point Pedro were kept as minor harbours, but port facilities were concentrated in Colombo. This key entrepot was kept so busy with shipping from all over that it was called 'the Clapham Junction of the East'. Containerisation, begun in the mid-1970s, led to further expansion. Colombo became the 30th largest container port in the world and South Asia's major trans-shipment port (with about one sixth of the region's traffic). The Colombo South Harbour Development

Project, which will triple container-handling capacity, is expected to increase trans-shipment traffic, further enhancing the port's status as a shipping hub in this fast-growing region. It was the decision to site the country's main port in Colombo that led to it becoming the metropolis it is today. It became the financial and commercial capital, with the country's wealth concentrated within its limits, diffusing into its hinterland but not into the broader countryside. In consequence of this lop-sided development, the inequality between the city and the rural areas was exacerbated, a state of affairs aptly summed up by the Sinhala rusticism 'kolombata kiri, gamata kekiri' ('Colombo has milk, but the village only has cooking melons'). This unhealthy centralisation of economic power needed to be dissipated, but at the same time the rapid economic growth which was its corollary could not overly be trammelled. The desired outcome could perhaps be achieved by the creation of additional ports in other areas, which might be expected to reproduce - albeit to a lesser extent - the economic growth that has occurred in the Colombo area.

This has been the doctrine underlying the construction of new ports at Hambantota and Oluvil, and the development of Galle and Trincomalee as regional commercial and tourist harbours. Another concern, that of security, was highlighted during the recent conflict. Had the Liberation Tigers of Tamil Eelam succeeded in their plans to attack Colombo harbour, the country could have faced starvation. Hence the development of alternative ports became a necessity. In the case of Hambantota, it was decided to build a harbour which would eventually rival that at Colombo. The reasoning behind this was the same as that fundamental to the argument between Colombo and Galle in the 19th century - the former lies far from the main sea route past Dondra Head and is hence less desirable for coaling or bunkering. Hambantota was also desirable because it possessed a nearly virgin hinterland, allowing for almost unlimited development - whereas the higher property costs in Colombo preclude greater expansion inland from the port. This hinterland had hitherto been among the poorest areas in Sri Lanka, so the investment would result in spectacular gains in social terms. KKS, like Oluvil, will be far less ambitious. The aim here is to reduce costs in transporting goods to and from the north of the country. This could be expected to revive and rejuvenate the province's commerce, which was moribund as a result of the recently ended conflict. The Jaffna peninsula used to be a centre of economic growth, particularly in the agricultural sector. With post-conflict reconstruction under way there, it has the potential to be a major growth hub. The development of KKS would facilitate this process considerably. It is significant that the government feels sufficiently confident of its capability to handle any centrifugal forces which may be caused by increased overseas trade through a northern seaport. Half a century ago, much of the trade between Maldives and Sri Lanka was carried out from Addu, the southernmost atoll in the island chain. However, following the suppression of the separatist Suvadivu Republic, the Maldives government ordained that, to increase the country's cohesion, all overseas trade was to pass through the port of Male. This is patently not the case in relation to KKS. The development of the port there is likely greater to integrate the peninsular into the island's economy than otherwise.

Source: Daily News



The **MTS Valiant** seen arriving at Sunderland this May 15<sup>th</sup> 2011 **Photo : Kevin Blair (c)**



## 'Nigeria loses millions of dollars to illegal ship chandlers'

The Chairman of Board of Trustees of Nigerian Ship Chandlers Association Chief Yomi Akerele has said Nigeria is losing millions of dollars annually to illegal ship chandlers. Ship chandlers are those who supply food items and other supplies to ships in transit. Akerele told the News Agency of Nigeria (NAN) in Lagos on Thursday that the losses were due to the method adopted by the Nigeria Customs Service (NCS) to issue licence to ship chandlers. He alleged that the NCS as allowing individual departments to issue licences instead of centralising it. According to him, the indiscriminate issuance of the licences had bred illegal chandlers. He said that a team of ship chandlers was to meet the customs and fine tune the manner the licence were being issued, but the meeting was never held. Akerele said that it was wrong to obtain a ship chandling licence without the requisite knowledge and experience of at least five years on the job. He said that at least three shipping companies must give letters of recommendations to the NCS on behalf of an applicant. Akerele said that illegal ship chandlers had taken over their jobs and the situation had created unemployment problem in the industry. He also said the illegal operators were killing the industry by supplying expired and sub-standard items to ships. "Nobody checks what they supply because they are colluding with security operatives at the breakwaters. "At the breakwaters, illegal ship chandlers are allowed to go through with their supplies," he said. Akerele said that many shipping companies were also doing the business on their own to attract more foreign exchange. He said that such act by shipping companies was against the laid down rules in the sector. **Source: The Nation**



Above seen the [Supply Express](#), rounding the bend at Great Yarmouth stern first. She is seen here in her new red Vroon colours. **Photo : Ashley Hunn ©**

## Singapore's NOL posts Q1 net loss of \$10 million

Neptune Orient Lines (NOL) , the world's seventh largest container shipping firm, reported a first quarter net loss on Friday, hurt by a soft Lunar New Year period and rising fuel costs. The company, around two-third owned by

Singapore state investor Temasek Holdings, posted a net loss of \$10 million compared to a net loss of \$98 million a year ago, missing market expectations of a net profit of \$31.33 million.

The firm's first quarter revenue was up 16 percent to \$2.4 billion, as compared to \$2.1 billion in the year-ago period. APL, the liner shipping unit of NOL, reported a 9 percent increase in first quarter shipping volume year-on-year, with vessel utilisation rates of 92 percent. "But our emphasis must remain on operating efficiency, as well as slow-steaming our ships to conserve fuel and counteract the effect of rising fuel prices," said APL President Eng Aik Meng in a statement. Slow-steaming is an industry practice that refers to cutting travelling speed to save fuel and emissions.

Looking ahead, NOL expects increased operating costs and competitive rate pressures to continue for the near term on uncertain market conditions. However, the firm will continue to focus on operating efficiency, cost reduction and high vessel utilisation, it said in a statement. Global container shipping firms were squeezed by a sharp fall in rates, driven by over-capacity and limited demand, since the start of the year and rising fuel charges. However the sector is expected to rebound later this year.

Bunker fuel prices BK380-B-SIN, which can make up anywhere from 10 to 70 percent of operating costs depending on the type of vessel, climbed to 2-1/2 year highs in April although the recent rout in oil prices had helped ease the pressure a bit. The global shipping industry has rebounded strongly from the worst downturn in history in 2009 as the recession hit global trade and forced many companies to lay up ships and cut jobs. **Source : PortNews**



Above seen the tanker **ZALIV AMURSKIY**, approaching the Ironworkers Memorial Bridge, assisted by 4 tugs. In the photo can be seen the **SMIT Tiger Spirit** on the bow and **SMIT Tiger Sun** on the stern in Burnaby, B.C. - May 14, 2011 Not seen in the photo are the tugs **SMIT Clyde** and the **Seaspan Falcon**.

**Photo : Mike Zelt (c)**

## Van Oord and Dredging International awarded second contract by Gladstone Ports Corporation

Van Oord Australia Pty Ltd and Dredging International (Australia) Pty Ltd have been awarded a second contract for the Western Basin Main Works Dredging at the Port of Gladstone, Queensland, Australia. The contract, which was signed on the 12 May 2011 and awarded by Gladstone Ports Corporation, involves the dredging of Parcels 1, 3 and 4 for the Western Basin Development. The value of the contract is Euros 415 million (A\$545 million).

The first contract for the same Western Basin Development, which was signed on 4 March 2011, involved the works contained in Parcel 5, to the sum of A\$260 million. The work included in Parcels 1, 3 and 4 includes the dredging of various channels, swing basins and bypass channels to -13m LAT for the access to the various berth pockets, embarkation docks and material offloading facilities. A total volume of 18.5 million m3 will be dredged, of which about 2 million m3 will be disposed of at the East Bank Spoil Ground, at a sailing distance of 45km, and 16.5 million m3 will



be pumped ashore at the Western Basin reclamation area to create a new port area for the Port of Gladstone adjacent to the existing Fisherman's Landing reclamation area. Dredging work will start after the completion of the first contract (Parcel 5) in March 2012 and will be completed in December 2014. A heavy-duty cutter suction dredger with floating booster stations and a large trailing suction hopper dredger will be deployed to execute this important dredging assignment.

Particular attention will be given to environmental management and management of the potential acid sulphate soil in the reclamation area. All environmental and dredging plans are verified and permits are in place. The dredging of the Western Basin Dredging Project will facilitate the export of the LNG produced at the facilities under construction in Gladstone. Coal seam gas (coal bed methane) produced in the Surat and Bowen basins in eastern Queensland will be transported by pipeline over 450km to the gas liquefaction plants on Curtis Island in Gladstone for conversion into LNG.

The formal funding parties for these facilities are QCLNG (BG Group), APLNG (Origin and ConocoPhillips), GLNG (Santos, PETRONAS, Total and KOGAS) and Arrow CSG (Arrow Energy). The A\$1.3 billion development of the Western Basin area will expand the footprint of Queensland's largest multi-commodity port and will make the Port of Gladstone one of the largest ports in Australia. **Source : Dredging News Online**



Known as the Thurso Lifeboat, a Severn Class All-Weather Lifeboat "**The Taylors**" (17.42) is based in Scrabster Harbour two miles from Thurso, she was placed on service 7/4/2004. Thurso RNLI Station is the most northerly on the UK mainland. and was established in 1830. The Station building in the background was built in 2001, its the third station building in Scrabster since the service was established in 1830. **Photo : Iain Forsyth (c)**





# Dry Sale & Purchase Market



*Prices steady, no Capes sales amidst weak physical market*

**Week 18: 6 – May – 2011**

This week Empire Navigation has been reported as Buyers of a Tsuneishi Fukuyama resale Kamsarmax (82,100 dwt, delivery August 2011) paying region \$ 42m. Modern Panamax **GEOSAND** (74,432 dwt, built Hudong) is understood sold for region \$ 31.4m. In the Supramax sector **SHANGHAI VENTURE** (53,410 dwt, built 2007 Chengxi C4x30) has been sold for a firm \$ 26m. Vintage Handymax **SEA WIND I** (41,635 dwt, built 1985 Hayashikane C4x25) is believed sold for \$ 7.6m. Modern Handysize **ORIENT BULKER** (32,776 dwt, built 2005 Kanda C4x30) has been reported sold for \$ 24m and finally Syrian Buyers are understood to have acquired **VENUS** (27,036 dwt, built 1981 Nipponkai C4x25) for \$ 4.7m.

## Reported Bulker Sales

TSUNEISHI RESALE	82,100 / DELY 8/2011 TSUNEISHI FUKUYAMA	\$ 42m	Sold to Empire Navigation
GEOSAND	74,432 / 05 HUDONG	\$ 31.4m	Sold to Globus Maritime
SHANGHAI VENTURE	53,410 / 07 CHENGXI C4x30	\$ 26m	Sold to undisclosed interests
SEA WIND I	41,635 / 85 HAYASHIKANE C4x25	\$ 7.6m	Sold to undisclosed interests
ORIENT BULKER	32,776 / 05 KANDA C4x30	\$ 24m	Sold to undisclosed interests
VENUS	27,036 / 81 NIPPONKAI C4x25	\$ 4.7m	Sold to Syrian Buyers

## Tanker S&P Market – *Quiet and subdued*

Two modern LR1s have been reported sold this week. **EAGLE HOPE** (73,965 dwt, built 2008 Onomichi) is understood to have achieved \$ 38m from Oldendorff Overseas at auction whilst Chinese Buyers have taken **FORMOSAPRODUCT COSMOS** (69,995 dwt, built 2005 Universal) for region \$ 32.5m

## Reported Tanker Sales

EAGLE HOPE	73,965 / 08 ONOMICHI	\$ 38m	Sold to Oldendorff Overseas at auction
FORMOSAPRODUCT COSMOS	69,995 / 05 UNIVERSAL	\$ 32.5m	Sold to Chinese Buyers

## Reported Newbuildings

BULK 205,000 dwt Q4 2012 – Q1 2 units	ZHEJIANG YANGFAN	\$ 50 m each	Ordered by Hong Xiang
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## Demolition Sales – *China prices too low, most ballasting to India, Bangladesh future uncertain again*

KING FORTUNE	24,080 / 78 NORWAY	8,495 Ldt	\$ 520 / Ldt	Sold to Indian breakers
TINA M	60,158 / 82 CHINA KAOHSIUNG	12,273 Ldt	\$ 535 / Ldt	Sold to Indian breakers
KINGSWAY II	105,496 / 81 MITSUI	16,265 Ldt	\$ 510 / Ldt	Sold to Bangladeshi breakers
BAO TONG HAI	139,609 / 82 KAWASAKI	19,091 Ldt	\$ 500 / Ldt	Sold to Bangladeshi breakers

## Drybulk – *Capes remain depressed, otherwise slight improvement*

Whilst all indices seem to be improving slightly, the average time charter rates for Capesize are still lower than Panamax. Oldendorff fixed mv **Casta Diva** 2011bit, 177,000 dwt at US\$ 12,000 daily for dely aps Adang Bay 21/28 May trip\ redel Mapta Phut. Panamax periods show marginal improvement and we have seen several LME types covered for short period at US\$ 14,000-146,000's level basis Far East deliveries. Supramax rates are softening with most of the Far East positions asking US\$ 15-16,000 for 1 or 2 years period although the number of takers at such levels remain very limited. The Handysize sector remains fairly steady over most markets.

## Period Fixtures Dry and Wet

M. EMIR AKSOY	DRY BULK	47,275 / 98 OSHIMA C4x25	\$ 13,000 / day	1 year to Western Bulk
DIMITRIS P	CRUDE	158,000 / 11 SUNDONG	\$ 23,000 / day	10 years to HMM with profit share
SPYROS K	CRUDE	158,000 / 11 SUNDONG	\$ 23,000 / day	10 years to HMM with profit share
ESHIPS FALCON	PRODUCTS	51,156 / 10 SLS	\$ 13,500 / day	1 year to Morgan Stanley
HONESTY	PRODUCTS	50,384 / 11 GUANGZHOU INTERNATIONAL	\$ 20,950 / day	1 year to PDV

*The above represents a digest of reported sales and fixtures. All Information is given in good faith without guarantee.*

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Above seen in Abu Dhabi municipality Port, Hopper Dredger “[Noon Island](#)” built in 1977 as “[Boa Vista 1](#)” for Brazilian owners by IHC Holland with a Hopper capacity of 5600 m3, sold in 2007 to Great Lakes Dredge and Dock Cooperation [Photo : Maarten Mostert \(c\)](#)

## Great Yarmouth outer harbour tackles swell

Work will soon be under way on modifications to Great Yarmouth's outer harbour to address the swell problem which has dogged the port during its first year of operation. The 200m wide entrance to the harbour is to be reduced by 50m by extending the breakwater arms, which will be densified and heightened with extra rock.

At the same time, work will continue on replacing hard rubber cone fenders designed for bigger ships with Yokohama airbag fenders. Critics have blamed EastPort for the ongoing swell problem which has prompted criticism from a ship's captain and led to one vessel leaving port early because it made design changes to the original plan.

However, EastPort chief executive Eddie Freeman said the main issue was that smaller vessels were using the harbour than had been originally envisaged. The modifications would accommodate the sort of vessels used in offshore windfarm construction which was a key market the port was targeting. He said: Despite the deepest economic recession since the Great Depression, we are delighted to announce this further investment in the port infrastructure of Yarmouth to ensure our locational advantage and deep water facilities meet the needs of both existing and new customers.

“Both of these projects will run for the rest of the year with the breakwater works commencing in the summer and expected to take three to four months to complete.” He said it had been felt appropriate to await the departure of their tenant's container quay cranes before announcing their next steps in respect of their refocused business developments.

Mr Freeman insisted they were not closing out any type of business by narrowing the harbour entrance –simulations involving the pilots had been very positive and confirmed that even the largest ro-ro ferries could be accommodated.

Since the decision was taken to refocus its business, EastPort has announced the successful award of two major contracts for the offshore wind sector. Eliza O'Toole, deputy chairman of EastPort's parent company International Port Holdings said: The ongoing support of our customers as we further invest in our facilities is a ringing endorsement of both their and our commitment to the port.” [Source Eastern Daily Press.](#)



The **DANIELLA** seen enroute Antwerp – Photo : Henk de Winde (c)

## Matson to raise Hawaii shipping fuel surcharge

A major shipping company that carries goods to Hawaii from the U.S. mainland plans to raise its fuel surcharge to a record 47.5 percent next month, Forbes reports.

Citing recent high fuel prices, Matson Navigation Company plans to raise its fuel surcharges by four percentage points, the company said Wednesday. The surcharge is to rise from 45 percent to 49 percent for services in Guam, the Commonwealth of the Northern Mariana Island and Micronesia. Matson previously announced increased surcharges on March 31.

Since then, "fuel prices not only failed to stabilize, but continued to rise," the company said in a letter to customers.

Matson touts itself as providing a lifeline to the islands, which depend on shipments of goods from the mainland. "We bring in virtually everything to support the state's economy," said spokesman Jeff Hull. "From food to automobiles to construction materials."

Under the latest increase to take effect June 12, the additional surcharge for a 40-foot container of rice would be \$89, Hull said. A container holds 2,280 20-pound bags. For 24,000 heads of lettuce, the additional surcharge would be \$184 and \$120 for 51,744 12-ounce beverage cans.

The last time fuel surcharges hit a record high was in the summer of 2008, when it hit 42.25 percent, also attributed to a spike in fuel prices.

"Very shortly after that increase fuel prices started really dramatically dropping and that allowed us to make six consecutive decreases," Hull said. The letter to customers vows that the surcharge will be adjusted accordingly if fuel prices drop.

Matson's ships burn bunker fuel, which is different from crude oil. Bunker fuel has historically been a cheaper grade of fuel but in the past two years bunker and crude have been closely aligned, Hull said. Hull noted that the economy was in better shape in 2008 and Matson had more freight volume. That year, Matson moved 152,700 containers, while last year that figure dropped to 136,700, he said.

Large container ships travel to Honolulu from Long Beach, Calif., Oakland, Calif., and Seattle, while barges serve the outer Hawaiian islands. **Source : PortNews**





Below seen the Split Hopper Dredger “[Northerly Island](#)” built in the US 1983, hopper capacity 1652 m2, she was original build for the North American Trailer Company a cooperation between Great Lakes and Ballast Nedam

Photo : [Maarten Mostert](#) (c)

## Danaos takes delivery and charters out 10,100-TEU Hanjin Greece

DANAOS Corporation has taken delivery of one more newly built containership, the 10,100-TEU [Hanjin Greece](#), which expands its operational fleet to 55 vessels aggregating 257,029 TEU.

Built at Hyundai Samho Heavy Industries the Hanjin Greece is 349 metres long, 45.6 metres wide and has a speed of 25.50 knots. The [Hanjin Greece](#) has commenced its 12-year time charter with South Korea's Hanjin Shipping at a fixed charter rate immediately upon delivery, the shipowner said in a statement.

## Norden keeps outlook after Q1 profits fall

Danish shipping line D/S Norden reported a smaller-than-forecast drop in operating profits for the first quarter, hit by a steep drop in dry-bulk spot rates, and said 2011 remains a challenging year. Earnings before interest and tax (Ebit) fell to US\$30.0 million in January-March from US\$68.6 million in the first quarter last year, the dry cargo and tanker shipping company said yesterday.

The result beat an average forecast of a drop to US\$23.0 million in a Reuters survey of analysts whose Ebit estimates ranged from US\$14.0 million to US\$34.0 million.

'The dry cargo market in the first quarter was exactly as difficult as one could have feared revealing a 55 per cent drop in spot rates,' chief executive Carsten Mortensen said in the statement. The tanker market proved better than expected, Norden said. 'All in all, we have had a reasonable start to the year, but this does not change the fact that 2011 is still expected to become a challenging year, and we have positioned the company accordingly with high (contract) coverage in dry cargo,' Mr Mortensen said.

Norden stood by its previous full-year 2011 guidance for Ebit in a range of US\$55 million to US\$95 million, less than half its US\$223 million in Ebit for 2010. It also kept its forecast for 2011 earnings before interest, tax depreciation and amortisation (Ebitda) unchanged at a range of US\$135 million to US\$175 million. **Source : Reuters**



Above and below seen the main blocks of the **Huisman 5000** tons crane onboard the **BOREALIS**  
Photo's : Robin v Singerwood (c)



## Port of Tyne reports return to growth

Port of Tyne, one of the UK's major deep sea ports, has reported 2010 end of year results reflecting a significant return to growth following the recession of 2009. With Chairman Sir Ian Wrigglesworth and Chief Executive Officer Andrew Moffat at the helm, the Port has seen some of the best results for some time in all five of its business areas. These encompass conventional and bulk cargo, car terminals, cruise and ferries, logistics and estates.

At the annual "Insight" event for Port of Tyne stakeholders, Andrew Moffat said: "The Port is an indicator of business and trade generally, and we have benefited from both the developments in the energy markets and car manufacturing, and from the organisation's ability to identify and exploit new market opportunities.

"We have also made major investments in infrastructure to be able to secure new business opportunities. The huge contribution made by my management team and all employees of the Port has also been very significant in enhancing and improving the performance of the business."

Turnover during the year increased to £45.5 million. A record level of earnings before interest, taxes, depreciation and amortisation (EBITDA) was reported in 2010, increasing by 45 per cent to £9.6 million. Cash flow from operating activities more than doubled to £8.9 million and profit before tax was double that of the previous year, rising to £4.4 million.

The economic impact the Port has on the region has also increased. In 2010 the Port was assessed to be worth some £421 million to the economy of North East England in gross value added - and this supported some 9,000 jobs. The spending effect of almost 600,000 cruise and ferry passengers using the Port of Tyne International Passenger Terminal was estimated to be worth around £44 million to tourism and retail in the region.

Capital expenditure incurred in 2010 totalled over £16 million, mainly as a result of investment in handling, storage and transportation facilities for a new cargo, biomass, in the form of wood pellets, for use in power generation.

Other major investment was in the development of a third car terminal, infilling the former Tyne Dock to create a further 14 acres of useable land and initial costs for a new dredger.

At the same time the organisation has continued its major transformational programme of commercialisation and culture change. In 2010 a Profit Share Scheme was introduced for all employees and the business embraced the principles of Investors in People and achieved new quality standards.

"The way this programme has been embraced by the staff has had a significant impact on improving performance and driving up business and profit," said Sir Ian. "The dedication of the employees, the partnerships and working relationships with customers and other stakeholders, and the visionary thinking employed by the management team and the Board combine to ensure the Port of Tyne remains vibrant and sustainable.

"We are looking forward to further developments this year to continue to build on this success and return real benefits for all of our stakeholders." [Source : Dredging News Online](#)

## CMA CGM to sell 49pc in Malta Freeport terminal to service debt

FRENCH box carrier CMA CGM is in talks to dispose of its 49 per cent stake in Malta Freeport Terminals three years from renewing a 65-year lease with the Maltese government.

The indebted Marseilles-based shipping giant needs money for debt servicing and hopes to sell its stake before the end of June when obligations must be met, reported Malta Today. CMA CGM has a US\$4.5 billion debt load after suffering \$1.4 billion loss in 2009 offset by a \$1.6 billion profit last year. It also raised \$945 million in last month's bond sale.

The Marsaxlokk, Malta Freeport Terminal, is the one of the largest in CMA CGM's portfolio, and with the return of global volumes in 2010, it lifted 2.37 million TEU. The carrier will retain its joint venture of Ports synergy with DP World to operate a two million TEU facility in Marseilles.

Final agreement on an investor is yet to be concluded but the company denies claims that the potential investor is Maersk. [Source : Schednet](#)

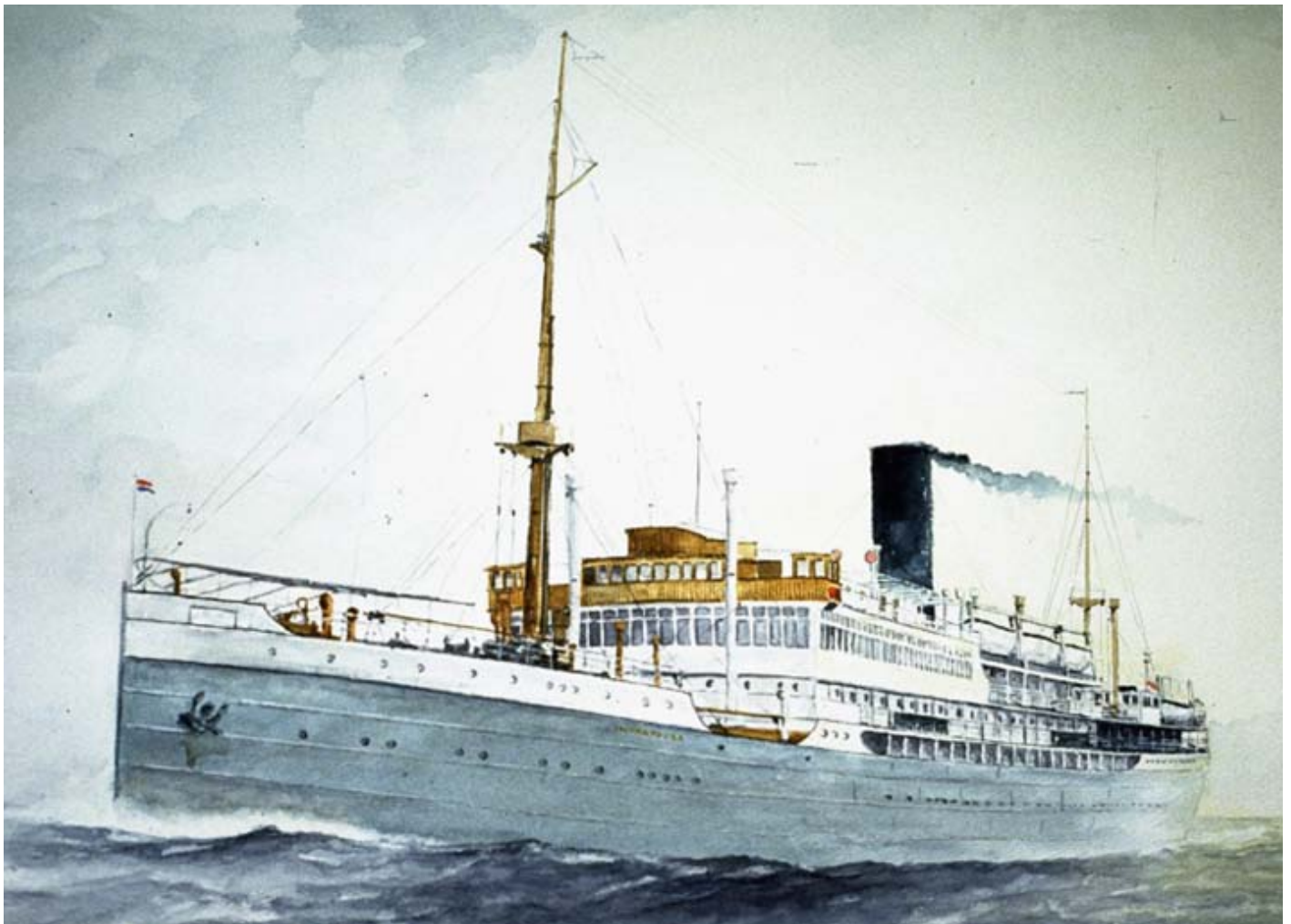
## Nigeria looks to Singapore to foster ports

A five member team from the Nigerian Ports Authority (NPA) were in Singapore earlier this year to study how the city state operates its world-class ports. The visit came in conjunction with an NPA agreement with the Singapore-based Tolaram Group to build and operate a port 60km east of Lagos, Nigeria. The 60-year old Tolaram Group which began with manufacturing businesses, is now looking towards infrastructure and energy sectors. Having been active in Nigeria since 1977, Tolaram has a sound understanding of the terrain there. "We have always been committed to the



economic development of Nigeria and see this port as another opportunity to demonstrate our commitment," said Tolaram Group director and md for Nigeria, Haresh Aswani. When completed, Aswani said the Lekki port will be capable of servicing the entire West African coast. The port will be developed in phases with the first expected to be operational by 2015. It will have three container berths equipped to handle over 1.8 million TEUs, two liquid berths and one berth for dry bulk cargo. When fully completed, Lekki should be able to handle some 6 million TEUs as well as "significant volumes of liquid and dry bulk cargoes". Source: Seatrade-Asia

## MARITIME ARTIST CORNER



A watercolour of the motorship **INDRAPOERA** of the Rotterdam Lloyd. She was a product of NV Koninklijke Maatschappij DE SCHELDE of Flushing and built as yardnumber 178, delivered to her owner on 30 January 1926. The propulsion came from 2 Sulzer dieselengines, 2 stroke single acting, each 6 cilnders, 7000 HP for a service speed of 15 knots. In the 1st class accomadation was room for 139 passengers, the 2nd class 132 and 3rd class only 68 passengers. On 10 February 1926 she sailed as the maiden voyage from Rotterdam to Tandjong Priok and arrived in Java on 13 March 1926, 2 days to early. Re-engined to 9000 HP in 1932, but in 1933 heavily damaged in Rotterdam after a fire on board. In 1934 in service again. During WW2 rebuilt as trooper and delivered back to RL in 1946. Shortly after rebuilt as freightliner. Her funnel was shortened and the accomodation was partly disappeared. Sold to Italy in 1956, renamed **BIANCA C.** In 1963 she finished and was sold for scrap to Italy.  
**Watercolour of F.H. Haalmeijer sr. (1916-1996) / coll. Capt. Frank Haalmeijer**

## OLDIE – FROM THE SHOEBOX



The **SMIT LLOYD 114** moored at the **SEDCO 703** off Brunei in 1994 as seen from the MOB Boat  
Photo : Capt. Jan de Bokx (c)

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



Above seen the **DB-30** whilst moored at Corner Inlet, Victoria, Australia. Waiting for a break in the weather. It is currently working on the **ESSO KTT project**. The jacket launched was the **Marlin "B" platform**.

Photo : Ian Allott ©

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