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The Disney Wonder seen docked in Juneau, Alaska during Maritime Day. Demonstration of Rescue Diver from helicopter by United States Coast Guard in the Juneau harbor. Photo : Capt. Thord Haugen - Master Disney Wonder (c)

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The **E.R. BOSTON** seen enroute Amsterdam – Photo : Erwin Willemse (c)

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Royal Caribbean sets sail for Dubai with new ship

The Serenade of the Seas will offer stops in Muscat, Fujairah and Abu Dhabi also

It seems the regional turmoil of this year is now a thing of the past for tourist traffic, as major cruise liner Royal Caribbean announced plans to set sail towards the Arabian Gulf with a new ship for the 2012-13 season.

The 2,114-passenger **Serenade of the Seas** will head for Dubai in December of 2012, replacing sister ship **Brilliance of the Seas**, which has been sailing out of the emirate during the winter and spring seasons for the past two years.

Brilliance of the Seas, meanwhile, will return to the Caribbean for the winter of 2012-13, where it will take the **Serenade of the Seas'** place sailing out of San Juan, Puerto Rico. The line has announced that **Serenade of the Seas** will offer 17 seven-night voyages, departing every Monday out of Dubai from December 2012 to April 2013, including port of calls at Muscat, Oman (with an overnight stay), followed by Fujairah and Abu Dhabi.

Passengers also have the option to book an 11-night experience or the Arabian Explorer Cruise Tour, which combines a four-night escorted land tour in the region with the seven-night Serenade of the Seas' cruise. Destinations featured on the land tour will include Dubai, Al Ain and Ras Al Khaimah, where guests can enjoy a desert safari experience, visit the Hilli Archaeological Gardens and the Ali Ain National Museum. Also planned are two 15-night Mediterranean and Suez Canal voyages at the beginning and end of the winter season as the ship sails from its summer base in Spain to Dubai. The first of the trips departs on December 2, 2012 from Malaga, Spain; the return trip to Barcelona departs April 15, 2013.

Prices for the seven-night sailings start at Dh1,834 per person, based on double occupancy. Royal Caribbean launched **Brilliance of the Seas** in the Gulf region back in 2009, offering a seven-night Arabian Gulf cruise starting and ending at Dubai, with ports of call including Muscat, Fujairah, Abu Dhabi and Bahrain. **Source : emirates247**



The **Caroline Scan** inbound to Geelong off Portsea in foggy conditions, 28-6-2011

Photo : Andrew Mackinnon – www.aquamanships.com ©



The **LONE** seen outbound from Rotterdam – Photo : Kees Torn (c)

Maersk Line Probably Won't Order Last 10 Ships in Daewoo Order

Maersk Line, which today exercised an option for 10 new container ships which can each carry 18,000 20-foot containers, said it probably won't use the last option for an additional 10 vessels.

"At this point Maersk Line does not intend to exercise the option," the Copenhagen-based company, a unit of A.P. Moeller-Maersk A/S, said today on its website. "However, Maersk Line will reserve its right to hold off on any final decision until the deadline," which is at the end of December this year. Daewoo Shipbuilding & Marine Engineering Co. today said that Maersk Line had used its first option to order 10 ships, bringing the order to 20 vessels. **Source: Bloomberg**



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ITF president Crumlin lays out international labour vision at USA convention

ITF (International Transport Workers' Federation) president Paddy Crumlin will promise a redoubled defence of workers' rights today when he addresses the International Brotherhood of Teamsters' International Convention in Las Vegas. He will tell the audience that: "We come here committed to forging an even stronger alliance and friendship in

fighting with you across the globe to stop the war against workers. "We are here to organise alongside you for our working rights.

"We are here because we are angry about what is being done to workers and because we want to do something about it. "We are here to get those rights back, our labour freedom back from the thieves and carpetbaggers robbing us with one hand and patting themselves on the back with the other. "We are here because of the lies said about our unions and our labour movement and because we want the truth to resonate across our workplaces and be heard in all of our communities and nations." Paddy Crumlin's speech is attached in full. For more details of the Teamsters' 28th International Convention please see www.teamster.org/convention



The **ORANGE BLOSSOM** seen outbound from Rotterdam – Photo : Ruud Zegwaard (c)

HC shocked over maritime academy's offer to "book" seats

The Madras High Court today expressed shock over an advertisement by International Maritime Academy (IMA), a private institute here, offering to "book" seats for candidates who send a DD for Rs 25,000 along with application, saying prima facie it appeared illegal. The court made the remarks while rapping the Maritime Institutes Association for abusing the court's jurisdiction to promote the private interest of its President, who runs the IMA, by filing a PIL against a notification by Indian Maritime University on admissions norms. A bench comprising Chief Justice M.Y.Eqbal and Justice T S Sivagnanam dismissed the petition as "not to be entertained". "From a perusal of the said advertisement, we are shocked to see that candidates who want to reserve/book a seat could do so by sending their application along with a demand draft for Rs.25,000. We fail to understand how a seat could be booked without there being a selection process in which a candidate's merit has to be assessed," the judges said. "Thus, prima facie, it appears that the procedure adopted by the IMA is illegal", the court said. Deprecating the manner in which the petition had been filed as a Public Interest Litigation, the judges said "the petitioner has in fact abused the jurisdiction of this court by resorting to litigation with a view to promoting private interest of one particular individual who happens to be the Association President and also running the IMA. Source: PTI

Somalia Pardons Six Jailed Foreigners

Somalia pardoned six foreigners jailed for illegally bringing \$3.6 million into the country to pay ransom for two ships seized by Somali pirates. Three Britons, two Kenyans and an American were arrested May 24 after landing in a small plane at Mogadishu airport with the cash waiting for another aircraft to take it another part of the country. The six men, who were sentenced to between 10 and 15 years in jail last week, were pardoned by President Sharif Sheikh Ahmed of the interim government of the war-torn African country.

The group has now left Somalia without the cash, which has been confiscated by the government. They were also ordered to pay \$100,000 to release the two planes. It was the first time westerners have been sentenced for being

involved in delivering ransoms to pirates. The government officially bans the payment of ransoms in a bid to stamp out piracy but the practice has become widespread. Somali pirates were responsible for 51 of the 54 merchant ships seized in 2010, according to the International Maritime Bureau. The UN estimates shipowners paid more than \$110 million to release ships in 2010. **Source: The Journal of Commerce**



Above seen the [Agercy Eagle](#), in June 2011, anchored in Luanda, Angola. - [Ton Mulder \(c\)](#)

Launch of Indian flagged Trading Training Ship - a first, globally.



Planned training at sea during periods of sea going service required for watch-keeping officer certificates of competency are of prime importance in the development of the skills, knowledge and experience, needed and mandated for officers, and acknowledged as an integral part of the overall programme of training. However, lack of adequate training berths

on ships, has been a major concern of the shipping industry, globally. Quoting Resolution 13 of the 2010 Manila Conference on the STCW - Accommodation for trainees –

“NOTING with concern the reported and anticipated shortage of qualified officers to effectively man and operate ships engaged in international trade,

RECOGNIZING the need for today's increasingly sophisticated ships to be entrusted to seafarers who are competent in all respects to operate them in a safe, secure, efficient and environmentally-sound manner,

RECOGNIZING ALSO that minimum mandatory seagoing service forms part of the requirements prescribed in the STCW Convention and Code for operational level and support level certification,

RECOGNIZING FURTHER that the lack of adequate accommodation for trainees on board ships constitutes a significant impediment to properly training them and subsequently retaining them at sea, thus adding to the aforementioned shortage,

URGES shipowners, ship managers and shipping companies to provide suitable accommodation for trainees on board their ships both existing and new."

AMET, as the first maritime university of India, comes forward yet again, to alleviate this grave concern by launching its very own, first of its kind endeavor, a Cruise-cum-training ship, m.v. "**AMET MAJESTY**". This trading training ship will provide approved sea time training to 90 deck cadets and 120 engine cadets under exclusive and planned training regime with dedicated instructors, assuring quality and effectiveness and complying with maritime administration requirements.

Training Ship

AMET UNIVERSITY has acquired a state of the art passenger cum RoRo cargo ship and renamed it as "**MV.AMET Majesty**" for this purpose. This ship is certified to carry 1150 passengers on international voyages. Directorate General of Shipping, Government of India has approved this ship in principle to train 90 Nautical Cadets and 120 Engineering Cadets for a period of 6 months of their required post sea training mandatory to appear for the competency examination conducted by them.

Training advantages on this ship

As the trainees will be individually trained by the dedicated Instructors and Training officers on board the training ship the trainees have better chance in the development of the skills, knowledge and experience, needed and mandated for officers, and of doing well when they appear for their certificate of competency examinations. They will also be more confident to take up their responsibility when they are employed subsequently as independent watch keeper in Navigation and Engine room. The Indian maritime industry associations of INSA (Indian National Ship Owners Association), FOSMA (Foreign Owners Representatives and Ship Managers Association) and MASSA (The Maritime Association of Ship owners Ship managers and Agents) have evinced great interest and expressed all support for this novel venture. In as much as freeing up their own training berths, they also are convinced of the high quality training that will be imparted on this ship with dedicated training instructors, facilities and environment.

First Indian flagged Cruise Ship as well

The potential of the tourism sector to stimulate economic and social development thereby transforming economies has been internationally acknowledged. Tourism has been placed on a priority platform in India with the Governments at the centre and the states making directed efforts to exploit the tourism resources offered at the national and local level. 'Cruise Tourism' represents one such avenue where far reaching developments have been witnessed worldwide with India having no claim to even a marginal positioning. AMET University combines the training initiative with cruising, to bring to India, its first ever, Indian flagged cruise vessel to promote cruise tourism in India. Honourable Union Minister for Shipping of the country, Mr. G K Vasan, formally launched the vessel at Chennai Port on 8th June 2011 and lauded AMET's initiative while promising all support to the venture. The vessel commenced its commercial cruise operation on the 9th June 2011 with much popularity and fanfare. **Source : AMET**



The **ORIENTAL ACACIA** seen enroute Rotterdam – **Photo : Kees Torn (c)**

NSRI: YACHT MISSING OFF KEI MOUTH, TRAWLER AGROUND AT MOSSEL BAY

The National Sea Rescue Institute (NSRI) reported on Sunday night that a yacht named SO LONG was missing in rough seas off the Eastern Cape coast. NSRI coast watchers along the coast have been asked to keep a lookout for the missing yacht and its sole occupant. According to the NSRI, its East London station was placed on alert by the Transnet National Ports Authority following a request for assistance from a male solo sailor aboard his yacht So Long who was reporting mechanical problems in very rough sea conditions some 12 nautical miles off-shore in the vicinity of the Kei River Mouth, (22 nautical miles North East of East London), on the Eastern Cape Coastline. "Sea swells at the time were rough 7 to 8 metre swells and very strong winds," said Geoff McGregor, NSRI East London station commander.

"Due to the very large and rough sea conditions no rescue operation was immediately launched as the sailor had requested only assistance and he was not declaring a full-blown emergency distress. NSRI East London was placed on high alert along with an NSRI Air Sea Rescue team with the AV8 helicopter company (East London) and the SA Air Force 15 Squadron, Charlie Flight, in Port Elizabeth. Maritime Radio Services continued to monitor communications and the position of the yacht via VHF Radio communications and satellite telephone. "At approximately 05h00 this morning, Sunday 26 June, 2011, no further communications could be reached with the yacht and at 07h00, with sea and weather conditions having subsided considerably, a fixed wing aircraft and NSRI East London's deep-sea rescue craft Spirit of Lotto was dispatched to search for the yacht. "No sign of the yacht and the solo sailor has been found and vessels along the coast have been requested to keep a lookout and NSRI coast watchers along the coast are keeping watch. Efforts are continuing to attempt to raise the yacht on communications." McGregor said that the active search operation was suspended late Sunday afternoon and will be resumed only if there is any new information. **Source :**

ports.co.za



China, Vietnam agree to resolve maritime dispute

(BEIJING) China and Vietnam pledged yesterday to resolve their maritime dispute through peaceful negotiations, a sign of easing tension over rival claims in the South China Sea which is believed to be rich in oil and gas. Relations between the old rivals have been strained over the past month because of a flare-up in a long-standing disagreement over sovereignty in the South China Sea. State Councillor Dai Bingguo, China's foreign affairs czar, and Vietnamese Vice-Foreign Minister Ho Xuan Son held talks in Beijing after Mr Ho met his Chinese counterpart, Zhang Zhijun.

The two sides agreed to 'peacefully resolve their maritime disputes through negotiations and friendly consultations', China said. Both sides also agreed to 'strengthen public opinion guidance to prevent words and actions that would be detrimental to the friendship and mutual trust between the peoples of the two countries', it said. 'Healthy and steady development of Sino-Vietnamese relations accords with the basic interests and common aspirations of the peoples of both countries and is also conducive to regional peace, stability and development,' the Chinese foreign ministry added. China and Vietnam have traded accusations over what each sees as intrusions into its waters in a sea crossed by major shipping lanes and thought to hold large deposits of oil and gas.

Such accusations are not uncommon among China, Vietnam, Brunei, Malaysia, the Philippines and Taiwan, which are also involved in long-standing maritime disputes. The latest spell of tension began last month when Hanoi said that Chinese boats had harassed a Vietnamese oil exploration ship. Beijing said that Vietnamese oil and gas exploration undermined its rights in the South China Sea. The two sides have conducted independent naval exercises, but analysts say that neither has an interest in pushing the dispute to the brink of violence. Two weeks ago, China urged the US to leave the South China Sea dispute to the claimant states, saying that US involvement could make the situation worse,

its most direct warning to Washington in recent weeks. Earlier this month, navy ships from Vietnam and China held a two-day joint patrol in the Gulf of Tonkin, according to Vietnamese state media. Two Vietnamese vessels docked in the city of Zhanjiang in China's southern Guangdong province - the second port call by Vietnamese ships to China since 2009, Vietnamese media reported. **Source : Reuters / businessstimes.com.sg**



The **ZAANDAM** departed from Vlissingen, outside the lock the Iskes tug **BRENT** connected up and delivered the **ZAANDAM**, in IJmuiden as the new addition to the **Seacadets IJMOND**
Photo top : Willem Kruit – Photo Below : Peter Maanders (c)





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Women take charge of Pacific Pearl

Captain Sarah Breton is set to become one of Australasia's only female cruise ship captains when she takes over the **Pacific Pearl** on July 12. It's man overboard on the Pacific Pearl luxury cruise ship as women take over. Captain Sarah Breton, 46, has been appointed captain of the **Pacific Pearl**, and next month will become one of only three female cruise captains in the world. Her arrival marks a special moment for the other women in senior positions on the Australasian-based P&O cruise liner. Cruise Director Zoltina J Medwick-Daley; Hotel Director Jane Herren and Admin and Revenue Director Martina Damonte comprise the biggest team of female officers on cruise ships in the region. Breton's sea-faring neighbours sparked her sense of adventure as a child. "I grew up living next door to people who lived at sea, so I got to know about careers at sea through them." She started 30 years ago as a deck cadet, and has worked her way to the bridge. She says being a female captain poses no bigger challenges than it would for a male. Asked if she could list the locations she has visited, Breton says "Goodness no - it would be easier to list the ones I haven't".



The **PACIFIC PEARL** - Photo : **Ross Walker (c)**

She says she doesn't spend much time inland, apart from on holiday. No two days are the same, she says of her new role, and operating the ship is the least of her worries. Personnel issues pose the biggest challenges. "We are trained [to operate the ship] all our lives, so it tends to be what I would describe as the underarm bowls that tend to be more challenging. Usually they involve people." All four female officers on Pacific Pearl share a love of the sea. Both Martina Damonte and Zoltina Medwick-Daley have served 13 years on the water. Damonte grew up in a fishing village in Italy. After her study in travel and tourism, she landed her dream role.

"It's a completely different lifestyle than life inland, you have the opportunity to visit so many different countries and ... you work with crew members from all over the world." "I'm lucky because my boyfriend is on board as well, so we've been together for eight years ago, we met aboard a ship and we are still embarking together." Cruise Director Medwick-Daley also met her partner on board. The ex-dancer, singer and magician worked her way up from youth director then photographer to her current position in charge of all entertainment on the 247-metre vessel. A day in Medwick-Daley's sea life starts in the office planning entertainment schedules, moves to hosting culinary demonstrations, game shows, cocktail parties and finishes about midnight when the last show ends. Breton takes over the [Pacific Pearl](#) helm in French Polynesia on July 12. **Source :** [stuff.co.nz](#)

Good year for American Club

The American Club had a "very good year" in 2010, members of the P&I mutual heard at its annual meeting in New York yesterday. The club began 2011 with a strong and stable membership and significantly increased free reserves. Statutory surplus grew by 50 percent to \$72.2 million during the year to December 31, while the GAAP figure increased by 32 percent to \$63.6 million. The club's policy of careful risk selection and loss control was reflected in the level of incurred claims for the club's own account. This, together with solid investment earnings, enabled the club to strengthen its finances and consolidate its platform for further development in the future. The club posted an investment return for 2010 of 7.7 percent in spite of the difficult economic climate. This was supported by strong earnings in the equities sector and a continuingly favorable municipal bond performance. The value of cash and funds under investment grew by about 17 percent over the period.

At the operating level, net premium earnings grew by about 2 percent to \$105 million compared with the prior year, but net incurred claims fell to \$69 million from \$76 million, a reduction of over 9 percent. Operating expenses, as in the prior year, showed a reduction of about 2 percent. While net interest and dividend income, and realized investment gains, were some \$7 million higher in 2010 than in the previous year, unrealized gains were lower. Still, the surplus of income over expenditure for the year, at \$15.3 million was 20 percent higher than in 2009 (\$12.7 million).

Optimism for the future

Commenting on the year, the club's chairman, Arnold Witte of Donjon Marine Co., Inc., said: "2010 was another challenging year. However, as has been consistently the case over recent years, a significant improvement in the club's fortunes was achieved. The club's technical fundamentals are sound, its core business is performing well, its operational capabilities are at the leading edge of market practice, and its global reach is second to none. The progress which has been made by the American Club during 2010 financially, and in terms of membership development and service delivery, point to a bright future."

Joe Hughes, Chairman and CEO of the American Club's managers, SCB Inc., echoed Mr. Witte's remarks: "Notwithstanding a difficult business environment, and the still fragile state of the global economy, 2010 was a very good year for the club. Its underlying claims exposures improved significantly, its rating levels remained firm, its investments performed well, its membership base expanded, and its free reserves increased substantially."

"These trends have continued into 2011," said Mr. Hughes. "Growth in the Asian sector has been particularly robust, and owners from this region now account for some 34 percent of the club's entered tonnage, up from 25 percent a year earlier. However, the club's other core constituencies in Europe and North America continue to advance and remain a vibrant source of membership support and development."

"In particular, it has been very encouraging to see a further increase in the club's free reserves during the first quarter of 2011. Record statutory and GAAP figures of, respectively, \$75.5 million and \$70.2 million were recorded at March 31, 2011, the GAAP figure being 10 percent greater than it was only three months earlier."

Mr. Hughes concluded: "The progress made during 2010, and into the early stages of the current year, provides a firm foundation for future development. This development, which looks to the club's centennial in 2017, has been articulated in a new strategic plan. This builds upon the enormous progress achieved since the club embarked on its Vision 2000 initiative some 15 years ago."

"To achieve its future goals, the American Club will continue to rely upon the energy and enthusiasm which have driven its extraordinary transformation since the mid-1990s, and which form the enduring core of its outlook for the future".

CASUALTY REPORTING



Angola Firefighters Fight Fire on Cargo Ship in Luanda



Picture by local resident

Angolan firefighters are struggling to control a fire on a cargo ship in the country's Luanda port, Radio Nacional de Angola said, citing Faustino Sebastiao, a spokesman for the fire department. The 70-meter **UAL ANTWERP** has been on fire since 11:30 a.m. local time on June 25 and may be carrying petroleum products, the Luanda-based radio said.

Source : bloomberg.com

NAVY NEWS

Foul-mouthed Russian submarine captain gets desk job

Russian Pacific Fleet authorities have transferred a submarine captain, who violated the officer's code of conduct by swearing at another officer, to a desk job at the headquarters, the fleet's spokesman said on Monday. Captain Roman Shchuriya was given a suspension notice last year after bawling and howling abuse at a senior officer over his cell phone for failing to congratulate the crew of his Samara nuclear-powered submarine on Fleet Day.



The video of the event, posted in summer 2010, went viral over the internet. "A transfer from a commanding post to headquarters is a normal procedure in the military and there is no need to attempt to find foul play here," Capt. 1st Rank Roman Martov said.

Martov said Shchuriya agreed to be transferred to a position that corresponds to his rank, and the move cannot be considered a form of punishment.

Naval prosecutors earlier concluded that Shchuriya had breached disciplinary regulations and must be reprimanded.

Source : RIA Novosti

KONGSBERG contract for new Passive Sonar Processing Systems to Dutch Submarines



The Dutch **S 810 BRUINVIS**, one of the units of the Walrus class – **Photo : Bert Bolhuis (c)**

KONGSBERG has signed a contract for supply of new Passive Sonar Processing Systems (PSPS) as part of the Sonar Suite Modification Project for the four Walrus class submarines of the Dutch Navy. The contract was made between the Dutch Defence Materiel Organisation (DMO) and KONGSBERG, represented by the Naval Systems & Surveillance division. The Passive Sonar Processing System (PSPS) is integrating hydrophone data from all the passive sonars aboard into one processing system. This PSPS integration technology has proven to produce more accurate target

solutions in shorter time by utilizing the full potential of the sonar suite, and giving the sonar operators flexibility to use passive sonar data from any combination of sonars to solve their tasks. The PSPS to be delivered will take full advantage of the Sonar System Upgrade solutions that have been developed and are in production for the Norwegian Ula class submarines.

"KONGSBERG has for more than 40 years developed and supplied submarine systems to Norwegian, German and Italian submarines. This contract for the Sonar Suite Modification Project to the Dutch Walrus class submarines was won in open international competition and again demonstrated KONGSBERG's capability to meet Customer's requirements in a flexible and cost effective way in a demanding submarine upgrade market. There exist in the world market a large number of submarines in need of a mid-life, or life extension, update. In this context this is yet another important reference contract for KONGSBERG that will further strengthen our position as supplier of integrated submarine systems", says Executive Vice President Nils-Oddvar Hagen in Kongsberg Defence Systems.



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Coast Guard to acquire 20 ships, 10 aircraft

The Indian Coast Guard (ICG) is in the process of ramping up its security infrastructure, ICG Commander S.P. Sharma (Eastern Region) said on Monday. Addressing newsmen after presiding over the decommissioning ceremony of the ICG's first two in-shore patrol vessels, "**Jijabai**" and "**Kittur Chennamma**", Mr. Sharma said Coast Guard would soon be acquiring 20 ships and 10 aircraft besides opening four new stations in the Eastern Region alone.

Promising "a whole new dimension" on the security logistics front, Mr. Sharma said the ICG would also shortly commission a radar chain comprising 47 radar stations along the Eastern and Western coastlines. The capacity building in the security infrastructure through new acquisitions and technology upgrades in weaponry and operational capability was to match the expanding role of the ICG, Mr. Sharma said.

Earlier, addressing ICG officers, Mr. Sharma said 50 more vessels were in various stages of induction into the fleet of 23 in-shore and fast patrol vehicles in the Eastern command area. Declaring the decommissioning of the two vessels as a "proud and sombre" moment, Mr. Sharma said both the IPV's had rendered nearly three decades of relentless service to the nation and safeguarded its maritime interests. These ships have also contributed immensely to ensuring coastal security along Tamil Nadu and Andhra Pradesh coastlines on the eastern seaboard, especially playing a noteworthy role during "Ops Tasha", he said.

Jijabai, of Tokyo shipyard lineage, was commissioned into active Coast Guard service in July, 1984 at Port Blair. During her lifespan, she sailed for 2,311 days at sea covering a net distance of 2,32,513 nautical miles. The vessel has served two Coast Guard regions and three base ports while spearheading several search and rescue missions, anti-poaching and security patrols. The ship is also credited with saving 51 lives besides apprehending 12 foreign fishing vessels for poaching in Indian Exclusive Economic Zones.

Kittur Chennamma, commissioned in 1983, has an equally distinguished track record and has saved 36 lives, apprehended several foreign fishing vessels and led gold hauls. The crew's love for the vessel is reflected in the fact that as recently as in 2010, she was awarded the "Best Maintained Coast Guard Unit". The decommissioning ceremony to provide "full service honours" to the two vessels was marked by a guard of honour for the Commander. At sunset,

the crew took up posts on board the vessels and as a band played the national anthem, the flag with the tricolour and the Coast Guard ensign was lowered and handed over to the two Commanding Officers (COs) of the vessels.

The 44-metre blue pennants (representing the length of the vessels) was then unfurled and kept away in a special box. The two COs later handed over the decommissioning crest to Mr. Sharma. **Source : The Hindu**



The Dutch frigate **DE RUYTER** seen making a turn whilst making 28 knots in speed - **Photo : Joop Marechal (c)**

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A photograph of two men in maritime uniforms. The man in the foreground is wearing a white cap and a dark uniform, looking towards the camera. The man behind him is also in uniform, wearing a white cap, and is holding a mobile phone to his ear.

MARTIN BLOEM NEEMT AFSCHIED VAN SCHEEPSBOUW NEDERLAND

Martin Bloem (45), algemeen directeur, verlaat brancheorganisatie Scheepsbouw Nederland per 1 september 2011. Hij zet zijn carrière voort als CEO bij Bloem Doze Nienhuis Maritime Consultants. Bloem is veertien jaar als branchedirecteur werkzaam geweest en vindt het tijd voor een nieuwe stap in zijn loopbaan.

Onder leiding van Martin Bloem groeiden Vereniging Holland Marine Equipment en het latere HME BV uit tot vaste aanspreekpunten voor de maritieme toeleveringsindustrie. Er werden veel activiteiten ontplooid op de gebieden export en innovatie. In 2008 werden Vereniging Holland Marine Equipment en Vereniging Nederlandse Scheepsbouw Industrie (VNSI) samengevoegd in Scheepsbouw Nederland. Onder leiding van Martin Bloem werd een vooraanstaande en sterke brancheorganisatie voor de gehele scheepsbouwsector neergezet. De activiteiten namen sterk toe en de samenwerking met diverse maritieme brancheorganisaties werd geïntensiveerd. Terugblikkend op zijn tijd als branchedirecteur geeft Bloem aan trots te zijn op wat de branche heeft gepresteerd. "Ik heb samenwerking zien ontstaan. Er is een enorme sprong gemaakt door onze industrie, zowel in Nederland als ver buiten de grenzen". Op 30 juni vindt een afscheidsreceptie plaats in Sociëteit De Maas in Rotterdam.

Mieke Bakker (55) is per 1 augustus als opvolger van Martin Bloem aangesteld. Bakker is sinds 2003 bedrijfskundig consultant en heeft veel kennis van de maritieme en logistieke sector. Daarnaast geeft ze vanaf 2008 gastcolleges aan de Hogeschool voor de Zeevaart in Rotterdam. In het verleden was Bakker onder andere directeur **Stichting Droogdok Jan Blanken**, oprichter en president WISTA The Netherlands en lid Raad van Bestuur/ General Manager Kongsberg Maritime Holland.

Het Bestuur van Scheepsbouw Nederland is verheugd met de benoeming van **Mieke Bakker** tot algemeen directeur en dankt **Martin Bloem** hartelijk voor zijn inzet en behaalde resultaten in de afgelopen jaren.



Above seen the **LIBERTY SUN** entering the drydock KG6 at SSPL. - Photo : Robin v Singerwood ©

Bourbon to build six seismic survey vessels at Grandweld

Paris-based offshore support vessel operator Bourbon has inked a five-year charter deal with oil and gas geophysical survey company CGGVeritas, Paris, France, for six new seismic support and assistance vessels that will be delivered at the end of 2012. Following a tender procedure, Bourbon decided to build the 53-meter seismic support vessels at Grandweld Shipyards in Dubai. The new vessels will feature hybrid propulsion systems and be used to support the

fleet of CGGVeritas seismic survey vessels operating all over the world, providing them with the requisite ancillary services including crew change, fuel delivery, storage, assistance and support during in-sea maintenance operations.

Christian Lefèvre, CEO of BOURBON, says the deal "emphasizes Bourbon's recognized expertise in the design and management of oil and gas marine services vessels. The construction of a new segment of vessels for our fleet fits perfectly with the investments we are making under the BOURBON 2015 strategic plan." **Source : MarineLog**

ROUTE, PORTS & SERVICES

Global Industries to Take Delivery of Global 1201

Keppel Singmarine Pte Ltd (Keppel Singmarine), the specialized shipbuilding arm of Keppel Offshore & Marine Limited (Keppel O&M), is on track to deliver GLOBAL 1201, the second new generation derrick pipelay vessel to Global Industries Ltd (Global Industries) safely, on time and within budget. Keppel Singmarine was awarded a S\$50,000 (over \$40,000) bonus from Global Industries for achieving zero-incidents during the construction of this 162 meter-long double-hull vessel.

Tong Chong Heong, CEO of Keppel Offshore & Marine, said, "**GLOBAL 1201** is a great example of excellent teamwork and reflects a strong alignment of goals and priorities between Keppel Singmarine and Global Industries. Together, we have achieved greater construction efficiency and execution on this second derrick pipelay vessel, without compromising the safety of our people and workplace." **GLOBAL 1201** was named by Lady Sponsor, Deidre Reed, wife of Global Industries' CEO John Reed, at Keppel Singmarine on June 25. It was designed to operate in waters up to 3,000 meters deep, and complies fully with the International Maritime Organization Special Purpose Ships codes.



The **GLOBAL 1201** – Photo : Sten William Soerseth ©

Reed said, "Keppel Singmarine has proven once again, its strong expertise in custom-building advanced vessels, especially those with dynamic positioning capabilities. Responsiveness and versatility are key strengths of theirs, which we at Global Industries appreciate very much. "With the addition of both **G1200** and **G1201** to our fleet, I am

confident that Global Industries will continue to raise the bar of excellence in pipeline construction worldwide."
Source : Maritime Propulsion



The **ATHENA** seen in Rio de Janeiro – Photo : Jaap van den Heuvel ©

Zim adds the Russian Port of Vostochny to transcontinental service



The **ZIM DJIBOUTI** seen moored in Rotterdam-Europoort – Photo : Max Mueller ©

Zim Integrated Shipping Services has added a call at the Russian port of Vostochniy to its westbound leg of its ZCS service. The ZCS is currently Zim's pendulum service connecting Europe, the U.S. west and east coasts, and the Far East.

The service has a current rotation of Haifa, Piraeus, Livorno, Genoa, Tarragona, Halifax, New York/New Jersey, Savannah, Kingston, Los Angeles, Oakland, Ningbo, Shanghai, Busan, Da Chan Bay, Hong Kong, Balboa, Kingston, Savannah, New York/New Jersey, Halifax, Tarragona, and Haifa. The service is currently operated with 15 Zim vessels, with an average capacity of TEU 4,756. In a statement issued by the Vostochnaya Stevedoring Company

(VSC, part of Global Ports Investments) LLC the company noted that VSC's container terminal completed last week the handling of the first-ever Panamax-class ultra-large container ship in the Port of Vostochny's history. Vostochnaya Stevedoring Company is the largest container terminal in the Russian Far East, operating at Vostochny Port. The company's major stockholders are Global Ports Group (75%) and port operator DPW (25%). The Pearl River 1 vessel with a capacity of 4,250 TEU is the largest container ship ever to visit the Russian Far East. Pearl River 1 arrived in port Vostochny from Oakland's port (USA) on 5 June 2011. The ship's tonnage is TEU 4,250 (deadweight 50,689 tonnes) and its length reaches 260.6 meters. The company's next ship to enter VSC's terminal, [Zim Panama](#). Zim have scheduled four other ships' entries for July. **Source: Port2Port**



The [SEAWELL](#) seen passing Maassluis early Monday morning
Photo : Cees Kloppenburg - www.photomaassluis.com

Sri Lanka to Build Colombo Port South Harbour Terminal

The Sri Lankan Government has unveiled a plan to build the new Colombo South Harbour port terminal, which is expected to cost \$500m. China Merchant Holdings International, which has put up 55% of the funding, will lead the consortium to build the terminal.

Aitken Spence and the Sri Lanka Ports Authority will have a 30% and 15% stake respectively. The port will be capable of serving new 18,000teu container vessels and is expected to be completed in 2013. **Source: Ship-Technology**

OFFSHORE SOLUTIONS B.V. APPOINTS NEW ENGINEERING AND PROJECTS MANAGER

Offshore Solutions B.V. (OSBV), the joint venture between AMEC and Cofely Nederland N.V., has appointed Andy Waterstreet as engineering and projects manager. Mr Waterstreet joins the company from the Dutch electro-technical installation company Croon Elektrotechniek B.V., where he was a senior project manager in the marine and offshore division.

With more than 20 years' experience in the industry and a ten-year career in the Royal Navy, Mr Waterstreet has held senior project management and research and development positions at Mampaey Offshore Industries B.V. in the Netherlands and domnick hunter in the UK. A multi-skilled engineer, he has previously managed projects for quick release mooring systems, supervised and supported commissioning at on-site locations worldwide, managed key suppliers and successfully developed new vessel and equipment specifications for engineering and instrumentation (E&I) projects. Mr Waterstreet will play a vital role in the continued growth and development of the Offshore Solutions business. Mr Waterstreet said: "I am delighted to be joining Offshore Solutions at such an exciting time. My ambition is to further increase the company's profile through the progression of new opportunities and targeted development of its world-class product."

Offshore Solutions managing director, Lindsay Young, said of the appointment: "Not only does Andy have significant project management and operational experience, he also has extensive engineering knowledge which will provide an increased service level to our client base. This will prove vital in supporting the demand for our Offshore Access System (OAS) within the oil and gas, and alternative energy industries as these continue to grow."

The Offshore Access System (OAS)* designed and developed by Offshore Solutions connects a vessel to an offshore installation to allow the safe transfer of personnel. It provides a safe, reliable, efficient and cost effective method of transferring personnel offshore – genuinely providing the smarter way to work. Adding these systems to the right vessel, results in reduced operational expenditure, increased efficiency, reduced downtime and increased productivity.

Lines begin to pull tonnage off the Asia-Europe trade

Shipping fortunes have reached unsustainable levels on the Asia-Europe trade, and lines have begun withdrawing capacity from it – an event which FTWOnline forecast in a recent view of the world's two major sea trades. That the Asia-Europe trade is now floundering (along with the other major, the Asia-US West Coast), is indicated by the fact that all-in spot rates as low as US\$700 per TEU are being offered by larger forwarders. It has just been revealed that Cosco, K Line, Yang Ming and Hanjin Shipping – the CKYH Alliance – would axe their joint NE5 service, with the final voyage leaving Shanghai on July 3. According to Lloyds List the NE5 accounted for around 2.4% of the total capacity on the Asia-Europe trade. The move was seen as an attempt by the carriers to reduce capacity supply on the trade and, therefore, drive up rates that continue to decline. **Source : [Ftwonline.co.za](http://ftwonline.co.za)**



The 8000 bhp **JASCON 10** seen offshore Nigeria – **Photo : Cors Tromp ©**

Amarcon provides OEM solutions for routing programs and ECDIS suppliers

The Dutch company Amarcon is widely recognized within the maritime world for her state of the art decision support solutions that help shipping companies execute operations in a more efficient and safe manner. Where the company in her early days mainly focused on end-users like offshore contractors and shipping companies, important other

opportunities rise at the horizon. The demand for OEM (Original Equipment Manufacturer) solutions in ECDIS applications and routing programs is rapidly expanding. The first steps on the OEM Market were made in 2010, when Amarcon signed an agreement with Maris for the joint development of a Voyage Decision Support system. This system combines spot on navigation and decision support.

Amarcon developed the OCTOPUS-Seakeeping API (Application Program Interface), that can easily interface within routing and ECDIS programs. The OCTOPUS-Seakeeping API, provides motion, velocities and acceleration forecasts for individual vessels. This output is a result of various wave measurements or forecasted conditions collected from the weather forecast. When the API is interfaced with an ECDIS, the impact of waves, currents and environmental conditions on the ships motions can be displayed for actual and simulated situations. The routing advice will be more precise.

Amarcon's R&D Manager, Evert Schippers, sees many possibilities for the OCTOPUS-Seakeeping API for integration in 3rd party software like routing programs and ECDIS suppliers: "This is a whole other approach to the market for our company. I believe that ECDIS suppliers and manufacturers of routing programs can distinguish themselves from their competitors in a major way when interfacing with the OCTOPUS-Seakeeping API. Knowing where to go is of course important for a captain, but knowing how the weather along the route will impact the motions of the vessel, is probably even more important for any shipping company." Detailed information about Amarcon's OEM solutions can be found on www.amarcon.com



Above seen the **Transporter** of Dockwise loaded with the jack-up rig '**Setty**' enroute to Port Gentil.

Photo : André Korver ©

Mozambique needs US\$25 million to buy ship for buoy maintenance

The Mozambican Ministry for Transport and Communications is seeking funding from its programme support partners to acquire a ship for setting and maintaining buoys, Mozambican daily newspaper, Noticias reported. The ship, which is expected to cost just over US\$25 million, is considered to be fundamental to improve the process of maintaining the 99 buoys and 58 lighthouses spread across the Mozambican coast, particularly at the main ports of Maputo, Beira, Nacala and Pemba.

Work to set and maintain the buoys is currently carried out by the only boat (Bazaruto) equipped and specialised for this purpose, but, according to Augusto Bata, the director general of the National Hydrography and Navigation Institute, it is difficult to carry out maintenance at the recommended interval of one year. He noted that keeping buoys and lighthouses operational was fundamental to safety at sea, particularly at port entrances. The Bazaruto, which has a crew of 18, even without leaving port, consumes 300 litres of diesel per day, which is a high cost for its own maintenance, along with the cost of equipment, most of which is imported. (macauhub) **Photo : macauhub.com**



The **MULTRATUG 3** seen in action during the Harbourdays festival in Terneuzen

Photo : Willem Kruit (c)

Two ports to become world-class harbors

The government is to develop the Kuala Tanjung port in Batu Bara regency, North Sumatra, and the Bitung port in North Sulawesi into world-class harbors, an official at the Transportation Ministry said Friday. Speaking to The Jakarta Post after visiting the 10 November Institute of Technology Surabaya (ITS), East Java, Sea Transportation director general Sunaryo said both ports had been in the process of expansion and improvement of supporting facilities.

Among other facilities being expanded and improved include the cargo piers and a number of other sophisticated devices needed to speed up the loading and unloading processes. "Our target is to have both ports ready for operation by 2015. The development concept is currently being deliberated between the central government and PT Pelindo," he said, referring to the state seaport operator.

At present, Kuala Tanjung port can only accommodate ships less than 5,000 deadweight tonnage (DWT). With the planned development it is designed to accommodate ships of between 30,000 DWT and 40,000 DWT. Sunaryo said that once Kuala Tanjung and Bitung were increased into international-class ports, they were expected to help improve the state income by US\$3 billion to \$4 billion annually through the trade sector including transportation of coal by domestic ships. "The development of Bitung port, in particular, is also designated to answer the economic growth in the Singapore, Johor and Riau regions," he said. He added that the 32nd ASEAN Port Association Working Committee (APA-WCM) meeting in Medan, North Sumatra, recently, had also considered the development of Bitung Port urgent.

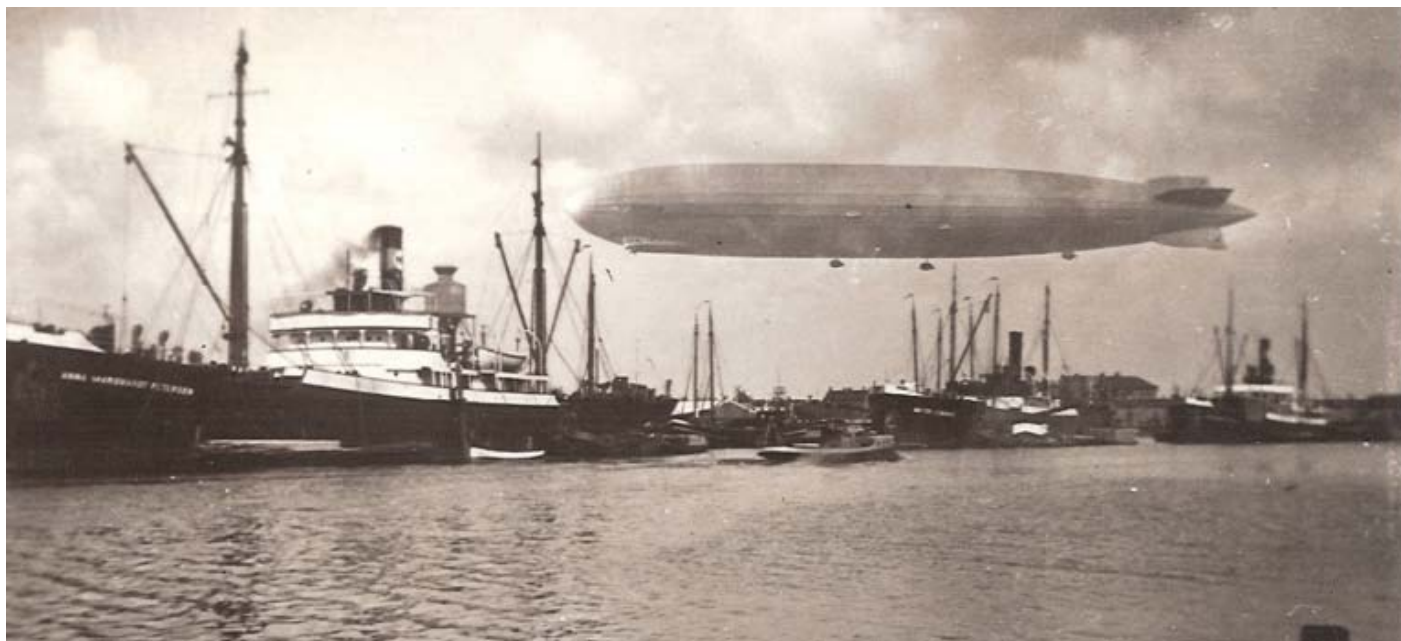
Sunaryo said the government this year was to build 50 new ports across the archipelago and to improve 44 pilot ports. Indonesia at present has 111 commercial ports and 614 non-commercial ones. To improve the pilot ports, Sunaryo said, Indonesia would need around Rp 1 billion to Rp 2 billion in funds. For port construction, some funds would be given to the respective regional administrations. "We will ease the licensing process for the development of new ports. I also have instructed all pilot ports to serve passengers for 24 hours," he said.

Separately, president director of state-owned shipping company PT Pelni, Jussabella Sahea, said to help narrow the economic disparity between regions in the country, his company had modified multi-purpose ships to transport passengers and cargo. "Since mid-2010 we have been serving the Jakarta-Papua cargo and passenger route. The multipurpose ships are capable of accommodating 98 containers," he said. PT Pelni, he said, at present had 27 ships serving various domestic routes including to Miangas, an outermost island in Nanusa district, Talaud Islands regency, North Sulawesi province, which directly borders the Philippines. "We will continue serving the routes to Indonesia's outermost islands because, according to a survey conducted by the ITS, such passenger and cargo services can improve the economy of local people fourfold," he said. **Source : The Jakarta Post**



The **MOL DOMINANCE** seen in Rio de Janeiro – **Photo : Jaap van den Heuvel (c)**

OLDIE – FROM THE SHOEBOX



Above seen the Passenger Airship **Graf Zeppelin** flying over the port of Amsterdam in October 1929, a photo hanging on the wall of **Rudy Puister** in Spain. The Airship was a large German passenger-carrying hydrogen-filled rigid airship which operated commercially from 1928 to 1937. It was named after the German pioneer of airships, **Ferdinand von Zeppelin**, who held the rank of Graf or Count in the German nobility. During its operating life the great airship made 590 flights, covering more than a million miles,

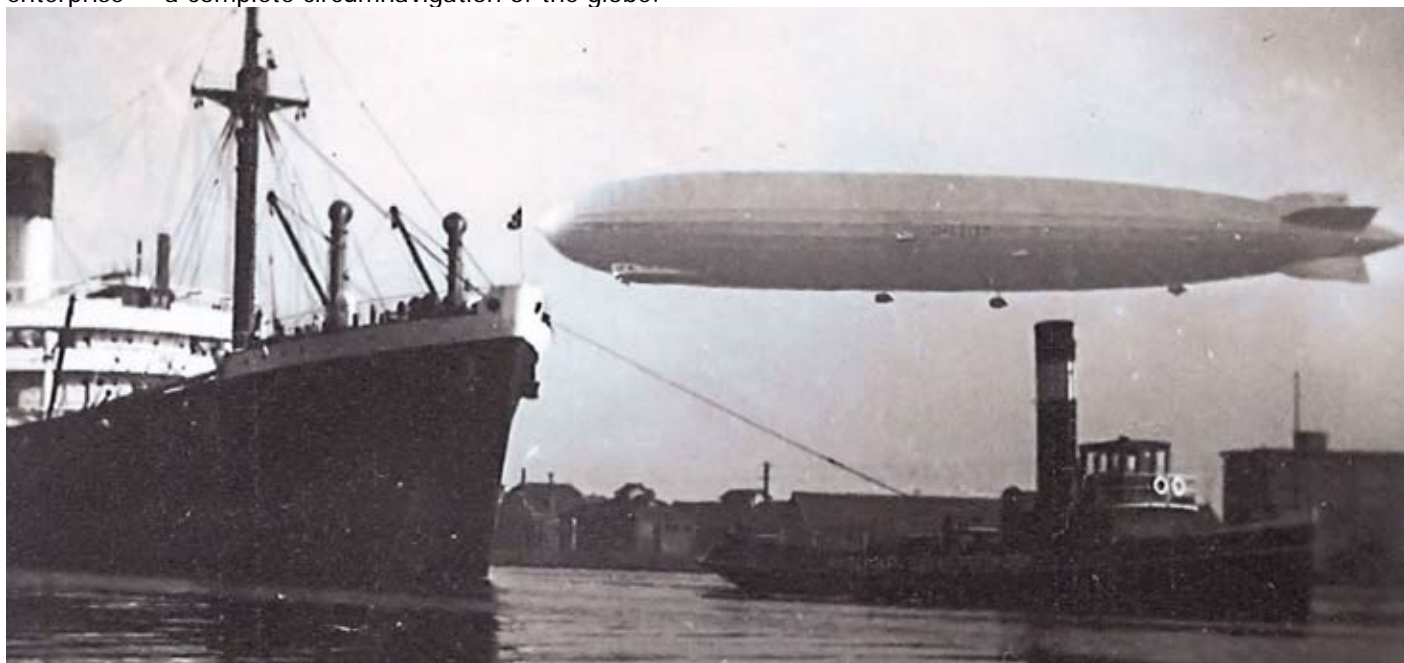
Dr. Eckener commanded the **Graf Zeppelin** on its first intercontinental trip, a transatlantic crossing which left Friedrichshafen, Germany, at 07:54 on October 11, 1928, and arrived in the United States at NAS Lakehurst, New Jersey, on October 15 after having travelled 9,926 km in 111 hours. Notwithstanding the heavy headwinds and stormy weather that slowed the journey, Eckener had nevertheless repeated the success of his first transatlantic crossing made four years earlier in October, 1924, to deliver the D-LZ126 (renamed the **USS Los Angeles**) to the U.S. Navy. Eckener and the crew were welcomed enthusiastically with a "ticker tape" parade in New York the next day and a subsequent invitation to the White House.

A portion of the damaged fabric covering removed from the **Graf Zeppelin** in October 1928, after its first transatlantic flight from Germany to NAS Lakehurst, NJ. This first transatlantic trip was not without its difficulties, however, as the airship suffered potentially serious damage to its port tail fin on the third day of the flight when a large section of the linen covering was ripped loose while passing through a mid-ocean squall line at night about 1,500 miles east Bermuda (35N, 42W). With the engines stopped, the ship's riggers did their best to tie down the torn fabric to the framework and sew blankets to the ship's envelope while attempting to not fall to the raging seas just below. In the interest of safety, the riggers (who included Dr. Eckener's son, Knut) retreated back into the ship whenever it dropped to within a couple of hundred feet of the ocean's surface. This allowed the engines to be restarted to maintain lift. The Graf crossed the U.S. coast at Cape Charles, Virginia, around 10 AM on October 15, passed over Washington, D.C., at 12:20 PM, Baltimore, MD, at 1 PM, Philadelphia, PA, at 2:40 PM, New York City at 4 PM, and landed at NAS Lakehurst at 5:38 PM.

In addition to the passengers and crew, there was also a stowaway on the return flight from America, 19-year-old Clarence Terhune, who had secreted himself onboard the **Graf Zeppelin** in Lakehurst, New Jersey. He appears in a Gaumont Graphic Newsreel working for his passage in the airship's kitchen. Terhune was returned to the U.S. on the French liner **SS Ile de France** along with six airship passengers.

Flown cover autographed by the **Graf Zeppelin's** commander, Dr. Hugo Eckener from the nearly disastrous 1929 "Interrupted Flight". Although the **Graf Zeppelin** would eventually have a safe and highly successful nine-year career, the airship was almost lost just over half a year after its maiden flight while attempting to make its second trip to the United States in May, 1929. Shortly after dark the first night of the flight ("1. Amerikafahrt 1929") on May 16, the airship lost power in two of its five engines while over the Mediterranean off the southwest coast of Spain forcing Dr. Eckener to abandon the trip and return to Friedrichshafen. While flying up the Rhône Valley in France against a stiff headwind the next afternoon, however, two of the remaining three engines also failed and the airship began to be pushed backwards toward the sea.

As Dr. Eckener desperately looked for a suitable place to crash-land the airship, the French Air Ministry advised him that he would be permitted to land at the Naval Airship Base at Cuers-Pierrefeu about ten miles from Toulon to use the mooring mast and hangar of the lost airship Dixmude (France's only dirigible which crashed in the Mediterranean in 1923 resulting in the loss of 52 lives) if the Graf could reach the facility before being blown out to sea. Although barely able to control the Graf on its one remaining engine, Eckener managed to make a difficult but successful emergency night landing at Cuers. After making temporary repairs, the Graf finally returned to Friedrichshafen on May 24. Mail carried on the flight received a one-line cachet reading "Delivery delayed due to cancelation of the 1st America trip" and was held at Friedrichshafen until August 1, 1929, when the airship made another attempt to cross the Atlantic for Lakehurst, arriving on August 4, 1929. Four days later, the Graf Zeppelin departed Lakehurst for another daring enterprise — a complete circumnavigation of the globe.



Starting there on August 8, 1929, **Graf Zeppelin** flew back across the Atlantic to Friedrichshafen to refuel before continuing on August 15 across the vastness of Siberia to Tokyo (Kasumigaura Naval Air Station), a nonstop leg of 6,988 miles (11,246 km), arriving three days later on August 18. Dr. Eckener believed that some of the lands they crossed in Siberia had never before been seen by modern explorers. After staying in Tokyo for five days, on August 23, the Graf Zeppelin continued across the Pacific to California flying first over San Francisco before heading south to stop at Mines Field in Los Angeles for the first ever nonstop flight of any kind across the Pacific Ocean. The Pacific leg was 5,998 miles (9,653 km) and took three days. The airship's final leg across the United States took it over Chicago before landing back at Lakehurst NAS on August 29, taking two days and covering 2,996 miles (4,822 km).

The flying time for the Lakehurst to Lakehurst legs was 12 days and 11 minutes. The entire voyage took 21 days, 5 hours and 31 minutes including the initial and final trips between Friedrichshafen and NAS Lakehurst during which time the airship travelled 49,618 km (30,831 miles) whereas the distance covered on the designated "Round the World" portion from Lakehurst to Lakehurst was 31,400 km (19,500 miles).

Among the passengers on board the return flight from Lakehurst to Friedrichshafen, which departed on 1 September, were the newly-wed Arctic explorer Sir Hubert Wilkins and his bride Suzanne Bennett. They had married two days earlier and the trip was their wedding gift from Hearst, whom Wilkins had reported for during the initial Around The World trip. A U.S. franked letter carried on the whole trip from Lakehurst to Lakehurst required \$3.55 USD in postage, the equivalent in 2007 of roughly \$43 if based on the CPI. The semidocumentary film **Farewell** is about this flight.

Request : Everybody who is having more information about this photo's with names of ships, and more details of this flight over Amsterdam, please send this to marusol@fastmail.fm

.... PHOTO OF THE DAY



The tanker **SAGA** shifted from Rotterdam-Caland canal and departed bound for Gibraltar

Photo: Marijn van Hoorn (c)

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