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**Sunset over Maaspilot station – Photo : Marijn van Hoorn ©**

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## EVENTS, INCIDENTS & OPERATIONS



The **NORD ORGANISER** seen moored in Willemstad (Curacao)  
Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

## Man burnt in coal ship explosion

The CQ Rescue helicopter has retrieved a man who was badly burned in an explosion on board a coal ship in waters off Mackay in north Queensland. He has been taken to Proserpine Hospital, north of Mackay.

The 30-year-old Filipino national was injured after a spark ignited while welding was being carried out on the ship about 10.30am on Tuesday morning, setting the man's clothes alight. He is said to have leapt overboard in an effort to douse the flames. "His response was to jump overboard to quickly extinguish the flames and a lifeboat was deployed to retrieve him," RACQ-CQ Rescue said in a statement at the time. "He is believed to have been burnt in the accident, but details of the extent of his burns or his condition are unknown at this stage." When the incident occurred, the ship was located 220 nautical miles northeast of Mackay, too far out to sea for a helicopter to reach the vessel and return to land without refuelling. The ship has been making its way towards the coast and should be near enough to shore for the RACQ-CQ Rescue helicopter to reach sometime after 2am on Wednesday morning. **Source : Yahoo News**

**Due to travelling abroad this week the  
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The **MIGHTY SERVANT 1** seen in Abu Dhabi – Photo : Johan de Bue ©

## **Foreign Ship Ban Debated in Obama's Response to Spill**

The sign over the Dog House Deli in Pensacola Beach, Florida, delivered the message: "President Barack Obama Waive Jones Act." Nate Holler, who runs the family-owned hotdog shop, posted the plea when Obama visited the coastal town on June 15. He is among coastal residents who say the president should waive a 90- year-old maritime law to speed foreign assistance in fighting the BP Plc oil spill in the Gulf of Mexico.

"We have all these other countries willing to help," Holler, 24, said in an interview. "There is not enough happening."

The Jones Act, which bars foreign ships from transporting goods between U.S. ports, has become a flash point in debate over the spill. Opponents of the law, which applies to cleanup vessels within three miles (4.83 kilometers) of

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 184

shore, say it should be suspended or repealed. The administration says foreign vessels are already helping to combat the worst U.S. oil spill so a blanket waiver isn't needed. "There are a lot of foreign vessels operating offshore," Coast Guard Admiral Thad Allen, the government's incident commander, told reporters on June 25. The Coast Guard would be happy to aid in requests for waivers, "but to date, since they're operating outside 3 miles, no Jones Act waiver has been required."

The U.S. is accepting 22 offers of help from 12 countries and international organizations, the State Department said in a statement yesterday. The aid includes "two high-speed skimmers and fire containment boom from Japan," according to the statement. The State Department didn't immediately respond to a question concerning whether the Jones Act would be waived for the vessels.

Twenty-four foreign vessels are already working in the Gulf, according to Clark Stevens, a spokesman for the Homeland Security Department, in a phone interview. Coast Guard Rear Admiral James A. Watson, the federal on-scene coordinator in the Gulf, has put in place a process to allow Jones Act exemptions if they prove necessary for foreign skimming vessels to operate within three miles of the coast, according to Stevens.

That hasn't eliminated assertions that the Jones Act is slowing efforts to help. Fred McCallister, an investment banker in Dallas with Allegiance Capital Corp., told a Senate Commerce Committee hearing today that his proposal to assemble a fleet of foreign ships for cleanup duty has been rebuffed by both BP and the Coast Guard.

"Allegiance Capital took it on itself to submit a request for a Jones Act waiver" on June 21 and hasn't received a formal response, McCallister said. McCallister said in a letter to Allen that he was seeking waivers for 12 skimming boats and a Greek cruise ship that could be used to store equipment and house 800 workers.

Senator Frank Lautenberg, a New Jersey Democrat, said he questioned whether the government should spur competition between foreign and U.S. vessels rather than giving preference to "American vessels standing by." "I think that to challenge" Allen's judgment "leaves us scratching our heads," Lautenberg said. The Jones Act was passed on the grounds that preserving a U.S.-flagged fleet would promote domestic and international commerce and provide a merchant marine that can be called into action in wars and emergencies.

Senator Kay Bailey Hutchison, a Texas Republican who supports changing the law, said that "each hour that passes without a waiver is one more hour that the communities in most need of assistance are forced to go without."

The law is championed by U.S. shipping companies such as Horizon Lines Inc. and Alexander & Baldwin Inc.'s Matson Navigation Co. and by maritime unions. "It's an urban myth that the Jones Act is the problem" in the cleanup effort, said Mark Ruge, counsel for the Maritime Cabotage Task Force, a Washington-based group representing companies led by Horizon and Matson. The law preserves a domestic shipping industry that generates \$100 billion a year in revenue, Ruge said. Kimberly McCloskey, an outside spokeswoman for Horizon of Charlotte, North Carolina, and Jeff Hull, a spokesman for Oakland, California-based Matson, referred questions to Ruge's group. Senator John McCain, an Arizona Republican, introduced legislation last week to repeal the Jones Act. He said in a statement that eliminating the "antiquated and protectionist" law may add almost \$1 billion a year to the U.S. economy by lowering shipping costs. He based the estimate on a 2002 study by the U.S. International Trade Commission that found the economic cost of the law was as much as \$656 million in 1999.

Bill Van Loo, secretary-treasurer of the Marine Engineers' Beneficial Association in Washington, said the push by McCain and others to suspend or repeal the law "seems like politics more than a pragmatic approach."

Attempts to dismantle the law are made periodically in an effort to weaken unions, said Dennis McElwee, a maritime lawyer in Houston. Eliminating the Jones Act would "do away with the last remaining union seamen in the U.S.," McElwee said in an interview. Fewer than 10 percent of U.S. maritime workers are in unions today, he said.

**Source : Bloomberg**

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The **BOW FAITH** seen enroute Rotterdam – Photo : Ton Grootenboer ©

## Hellenic Shipping News Poll: The BDI will stay above 3,000 points in the second half of 2010

When Hellenic Shipping News Worldwide prepared June's poll asking readers about where do they think that the Baltic Dry Index (BDI) will range during the second half of the year, almost nothing indicated that the dry bulk industry's main benchmark would record its biggest fall in almost five years. Still, the 4,118 voters appeared to be on the positive side, with 45,4% of them answering that the index will range between 3,000 and 4,000 points. Out of those, 22.9% or 943 votes were for the 3,000-3,500 limit, while an additional 22.5% or 926 votes were a bit more optimistic, placind the index at the range of 3,500 and 4,000 points.

Even more positive on the dry bulk market's prospects were those 892 voters (21.7%) who predicted that the freight market will stay above 4,000 points, not to mention the overly optimistic who said it will surpass even the 4,500 point mark. They amounted to 467 or 11.3%. On the negative side were those 890 people (21.6%) who said that the market will stay within today's range of between 2,500 and 3,000 points. Of course, since the beginning of the week, the BDI has posted further declines, even if they appear to be rather stabilized. The index ended yesterday's session at 2,406 points, down by 41, but the Capesize market was once again at a standstill, unchanged in the past couple of days. The bulk of the fall was recorded in the panamax segment of the market, with the Panamax Index retreating by 127 points to 2,748.

According to a report from Arctic Securites, quoted by Bloomberg, "imports of coal and iron ore by China, the world's biggest user of the commodities, fell for two consecutive months, customs data show. Grain shipments from South America slowed leaving shipping lines with "the full force of vessel supply," Martin Sommersteth Jaer and Erik Nikolai Stavseth, Oslo-based analysts with Arctic Securities ASA, said. "Everything together is contributing to it free falling," said Andrew Dawson, a broker with Freight Investor Services in London. The "Chinese don't seem to have the appetite for ore. Grain has been weaker than expected and coal in the Atlantic has not been as strong as previous years."

In a separate report on the iron ore and steel market, Commodore Research said that iron ore demand has remained firm as expected, but spot ore prices and imports could be poised to briefly decline. Chinese steel mills have slowly begun to cut steel production in an attempt to reverse the steady decline in steel prices. Steel production in China is not expected to collapse by any means but we do expect it will decrease moderately in the short-term. The decrease in steel production and related iron ore demand will put pressure on dry bulk freight rates. It remains to be seen if robust Asian thermal coal demand and firm global grain demand will be able to compensate for the expected short-term decline in Chinese iron ore demand" the report noted. At the same time, spot Indian iron ore with a 63.5% iron content is currently selling for approximately \$130/ton FOB, an increase of \$5 (4%) from a month ago. Compared with the end of last week, however, spot prices are down by \$4 (-3%). Spot iron ore prices had been firming throughout much of June and ore fixtures in the dry bulk market have remained relatively firm - but the recent fall in iron ore prices in troubling. Chinese steel mills have been cutting production in order to reverse the steady fall of steel prices.

**Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

## **Singapore MPA works on adopting stricter ISO bunker standard**

The Maritime and Port Authority of Singapore, the regulator for the world's biggest bunkering port in terms of sales, said late Wednesday that it would work with the local bunkering industry with regards to the adoption and implementation of the new and more stringent ISO 8217:2010 standard for marine fuels and residual fuel oil. "As regulator and promoter for the bunkering industry in Singapore, the Maritime and Port Authority of Singapore works in close partnership with the industry and other partners to ensure a conducive and competitive environment for Singapore's bunker industry," an MPA spokesperson said in reply to Platts' queries. "MPA and the Singapore technical committee for bunkering will work with the industry on the adoption and implementation of the new ISO 8217:2010 standard," it added. The ISO 8217:2010 standard was published on June 15 to replace the previous ISO 8217:2005 standard. The new standard takes effect Thursday. Early last month, a source close to the island nation's technical committee for bunkering told Platts that after consultation with the industry stakeholders "Singapore has adopted a wait and see approach towards the new 2010 standard." Meanwhile, SPRING Singapore, the country's national standards and accreditation body that serves as the secretariat for the technical committee for bunkering, said last month in an official reply to Platts' queries that it is gathering more feedback from various stakeholders on the adoption of the new ISO 8217:2010 standard. "Given the wide-ranging international and regional stakeholders, more feedback will be gathered over the next six to 12 months to understand their concerns with regard to the use of this new standard," SPRING said. **Source: platts.com**



The **CSCL PUSAN** seen approaching Rotterdam – Photo : Bas van Hoorn ©

## Malta cruise passenger arrivals up 71% in May



Cruise passenger arrivals in May rose by 71% from the same month last year to reach 55,068 persons, the NSO said today. There were 34 cruise liner calls. Passengers from EU countries amounted to 44,150, with Germany and Italy being the leading markets. Same-day visitors from Non-EU countries stood at 10,918, of whom 5,439 (49.8 per cent) were American.

Left : The **MSC SPLENDIDA** seen moored in Malta

Photo : Arend Zeldenrust ©

Total cruise passenger traffic in

Malta for the first five months stood at 157,224, an increase of 54.3 per cent over the comparative period last year. Same-day visitors from EU countries accounted for 78.4 per cent of total traffic, with Italy and Germany being the main markets. The number of cruise passengers from the United States went down by 5,372, but retained its lead. On a gender basis, female passengers stood at 81,393, accounting for 51.8 per cent of total cruise passengers. Furthermore, 57,159 visitors were aged between 60 and 79 (36.4 per cent of total traffic), followed by those in the 40-59 age bracket, which stood at 49,051 (31.2 per cent of total traffic). Source: timesofmalta

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## Shipping limits sought on Turkey's straits

Fearing a repeat of the devastating Gulf of Mexico oil spill on the heavily trafficked Bosphorus Strait, Turkish ministers will meet oil executives Thursday to discuss risk-reduction measures that experts say could include limiting tanker traffic. "I hope oil companies will understand and advocate for a [possible] request to restrict passage through the Bosphorus," said Tezcan Yaramanci, the executive board chair of the Turkish Marine Environment Association, or Turmepa. If they do not, he added, Turkey might have to take unilateral action, which could cause conflict with other stakeholders dependent on the strait as a shipping lane. It would be impossible for Turkey to unilaterally restrict traffic on the strait, said Abdurrahman Satman, a professor and member of Istanbul Technical University's Institute of Energy. "We do not have the right to keep ships from passing through the Bosphorus," he said, adding that Turkey would have to reach a consensus with other stakeholders under the auspices of the International Marine Organization.

"The key issue is to be able to take all necessary precautions for avoiding any possible disaster, rather than trying to stop ships from passing through the [Bosphorus and Dardanelles] straits," Satman said, adding that the economic ramifications of any such move would have to be assessed carefully and that Turkey and foreign stakeholders must cooperate on a strategy that would decrease accident risks to a minimum. Restrictions on shipping must be regarded as a humanitarian, rather than political issue, said Yaramanci of Turmepa, adding that the volume of oil tankers passing through the Bosphorus annually presents a serious threat to the 16 million inhabitants of Istanbul, as well as the aquatic environment. According to a report Sunday by Bloomberg, 1.85 million barrels of oil are transported through the Bosphorus and Dardanelles straits a day under a 1936 convention that allows free passage to all commercial vessels of all nations. Between 1988 and 2009, there were nearly 300 incidents involving ships transiting the Bosphorus.

In January, a Moldovan-flagged ship ran aground during stormy weather at the northern end of the strait, spilling fuel oil and diesel oil on the beaches and in the bays of Kilyos. The latest serious sea accident in the region occurred in 1979, when the Independenta, the biggest ship in the Romanian commercial fleet at that time, collided with a Greek freighter at the southern entrance of the Bosphorus and exploded.

The potential for spills during the transportation process is not the only issue the government should raise with the oil companies, other experts said, adding that precautionary measures must also be taken regarding oil extraction and production activities in the Black Sea to avert a disaster such as the one in the Gulf of Mexico.

"The government must be careful not to discourage foreign investment in oil-extraction activities in the Black Sea region while taking precautions to protect the environment," said Necdet Pamir, an executive board member of the World Energy Council's Turkish National Committee. He said agreements with oil-extracting companies must be carefully prepared to achieve those two goals and include measures to minimize the risk of environmental disasters. Pamir criticized the government's show of concern on this issue, calling it "insincere." The environment in Turkey is being negatively affected by activities in other sectors as well, such as coal production, and yet the government keeps silent on those matters, he said.





A tanker in ballast seen passing the Bosphorus – **Photo : Piet Sinke ©**

According to Pamir, it would be impossible to take unilateral action to restrict passage through Turkey's straits, as Yaramanci suggested, but the country could reach a consensus with other stakeholders through the IMO.

Land-based pipelines might be an optimal solution to ensure the safe passage of the large volume of crude oil currently transported through the narrow, often choppy straits, which Pamir said are among the most dangerous water passages in the world. "Any bypass project would be very welcomed," Pamir said, adding that it is crucial for Turkish authorities not to focus their attention on a single bypass pipeline, but to try to build as many of them as possible.

Turmepa's Yaramanci also suggested that Turkey must work to tighten regulations regarding the qualifications of ship captains that sail vessels through the Bosphorus. "Sending high-level captains to lead the ship through the straits is currently done voluntarily, but it must become compulsory as soon as possible," he said. Representatives from Exxon Mobil, Chevron and BP – the company behind the Gulf of Mexico spill – are among the 15 energy producers that have been invited to the meeting Thursday with Turkish government officials, Bloomberg reported Sunday.

Source: **Hürriyet Daily News**

The advertisement features the logo for MULTRASHIP TOWAGE &amp; SALVAGE in the top left corner. The logo consists of a stylized blue and yellow knot icon followed by the text 'MULTRASHIP' in large blue letters and 'TOWAGE &amp; SALVAGE' in smaller blue letters below it. The background of the advertisement is a photograph of a white tugboat with a yellow superstructure, moving through the water and creating a white wake. The number '16' is visible on the side of the tugboat. At the bottom left of the advertisement, the website 'www.multraship.com' and email 'info@multraship.com' are listed in blue text.

## From the bridge of the Deltagracht (4)

Time for the monthly boat and fire drill

By Els Kroon

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 184



After following all safety procedures and instructions the door was opened and the crew and officers took a seat facing backwards and buckled up as soon as possible, which was not so easy in the small space that can hold a maximum of thirty persons. Some instructions for

After the turbulent Neptune visit and BBQ weekend we face another full week at sea and it didn't start at a slow pace!

At 10 O'clock on Monday morning the general alarm bell immediately prompted all crewmembers to proceed to their cabin, grab a helmet and a life vest and gather at the poop deck. Even the cook had to interrupt his work to join the rest of the gang. After counting heads during roll-call the chief officer reported to the master on the bridge, who commanded all too climb the stairs to the launch pad of the German made FFB, the bullet shaped free fall boat, situated at about 14 meters about the water surface.



releasing, launching and starting engine followed. At 10:30 the master relieved us from the boat drill so we could proceed to the mess room for evaluation. The FFB was not launched this time, as this is only a three-monthly necessity and for safety reasons never done at sea while ship is underway.



On the Friday before all crew participated in a fire drill, following the specific procedures, also starting from the assembly station on the poop deck. Both the second mate and the second engineer had to dress themselves in full fire suits and put on the BA (Breathing Apparatus) set while the fire fighting team prepared a hose for boundary cooling and extinguishing the fire. The chief officer as on-scene commander stayed in contact with the master on the bridge by emergency VHF channel 67, following his orders and exchanging information. After the "fire under control" was given, evaluation took some time because it didn't strike enough to everyone that every drill should be taken seriously as if it is a real situation. After the drills all crew continued their duties as usual and I resumed my whale watch on the bridge. After nine continuous days on the Pacific Ocean I didn't spot any, not even a dolphin !



Maybe they are scared off by the beautiful shiny yachts, still standing straight and sturdy on our deck, sunbathing in the Pacific sun. But I'll keep my fingers crossed. I'm sure that once we'll enter the shallow waters of Tuamotu Archipelago some of Neptune's buddies must show up! **To be continued .....**

## **Oil spill dredging to resume when weather improves**

NOLA reports that a week after a state-versus-federal government "showdown" over Louisiana's construction of offshore sand barriers to block encroaching oil from the Gulf of Mexico spill, state contractors have shifted dredging operations at the Chandeleur Islands to a more distant site and can proceed with the project.

NOLA said the problem with the project now is the weather. High seas and strong winds from the outer bands of Hurricane Alex are now delaying dredging at the Chandeleur Islands for the next few days, at least. Numerous other skimming operations and cleanup vessels have also been sidelined to because of rough conditions.

The state was ordered to shut down dredging last week by the federal government until its contractors could lay enough pipe to draw sand from a more distant borrow site. The concern from the Interior Department was that contractors were dredging in a sensitive site near the existing islands that could trap vital sand circulating in the island system, thus accelerating land loss throughout the Chandeleur chain.

This week the Army Corps of Engineers has given the go-ahead for the state to resume dredging, after the additional mile of pipeline has been laid to extract sand farther away. The state's contractors have not resumed dredging due to the inclement weather, and officials have not said when the project will continue. **Source : Dredging News Online**

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## **Famed Liner Steers Clear of Scrapyard**

Preservationists to Buy S.S. United States in Hopes of Creating Waterfront Attraction; Prince Rainier Set 'Right There'

The world's fastest ocean liner is docked here and hasn't moved under its own power in years.

But in the glory days of ocean voyages in the 1950s and 1960s, the **S.S. United States** was a champion, setting a trans-Atlantic speed record on its 1952 maiden voyage that still stands.

Against the odds, a small band of ship preservationists has nosed out scrappers with an agreement to buy the historic ocean liner—and perhaps turn it into a stationary waterfront hotel or multi-use development. The S.S. United States Conservancy plans to announce Thursday a deal to buy the ship from its current owner, cruise operator NCL Group, for \$3 million.

The scrappers are at bay for now. But the proposed sale still must satisfy Environmental Protection Agency concerns related to toxins aboard the nearly 60-year-old steamship. If the sale goes through, it would cap quite a turnaround: The group of mainly volunteers transformed themselves into a serious bidder for a Titanic-sized vessel in just a few months as scrappers began circling their prize.

Becoming the potential owner is "an eye-opening experience for us," said Dan McSweeney, the conservancy's executive director. As part of the deal, the preservationists will be picking up the \$60,000-a-month tab for upkeep of

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 184

the ship in Philadelphia, where it is currently docked. The funding is provided by Gerry Lenfest, a Philadelphia philanthropist. The effort to save the mothballed super-liner was the subject of an article in The Wall Street Journal last September.

Even if the deal goes through, the ship faces a long comeback. Its luxury fittings are long gone. The interior has been gutted to the bare metal for asbestos abatement, and exploring the ship requires flashlights to maneuver pitch-black passageways. Passenger cabins are identifiable only by marks on the floor where walls used to be.

On the starboard Promenade Deck, where travelers once took the sea air, a few tall weeds have sprung up. "That's where the geese nest," said caretaker Ray Griffiths during a recent tour. The geese weren't home that day, but a duck peeked out from under some stairs.

Despite such indignities, the ship "hasn't forfeited its greatness," the conservancy's Mr. McSweeney said, standing near the bow. The group is working with architectural firms, developers and city officials on plans to convert the "Big U," as they nickname it, into a hotel or development in Philadelphia or New York. It has 600,000 or so square feet of floor space, the equivalent of a modest skyscraper.

"The ship definitely will be a successful economic engine in whatever community it finds itself in," Mr. McSweeney said. On Thursday, the conservancy plans to light the ship at dusk and screen a documentary there about the liner.

During the recent ship tour, conservancy member Susan Gibbs, whose grandfather designed the vessel, described her grandmother's memories of being aboard. "The elegance, the champagne, the light and speed, the scotch-and-sodas at 10 a.m.," she said. "What a majestic symbol this ship was."

Joseph Rota, who served on the ship's crew as a young man, stopped in what used to be the first-class observation lounge and recalled a chat with Prince Rainier of Monaco in the mid-1950s. "Sitting right there," Mr. Rota said, pointing to the spot. The prince was traveling for a meeting with actress Grace Kelly, his future wife, Mr. Rota said.

NCL bought the S.S. United States several years ago with the idea of recapturing some of that glamour and putting the ship back in service, offering cruises around Hawaii. The ship collected barnacles instead, and then went on the block.

NCL received a larger offer of roughly \$5.9 million from a scrapper, but instead has been working with the preservationists. "We are pleased with the current arrangement with the conservancy," an NCL spokeswoman said. She didn't say why NCL turned down the higher bid.

The EPA has cautioned that, before the ship can be put to a new use, it must be scrubbed of toxic PCBs that contaminate some of its components. In a cruel irony for the preservationists, one of the more cost-effective ways to resolve a PCB issue like this would be to sell the ship to a U.S.-based scrapyards that is equipped to clean it up.

The conservancy's exclusive agreement with NCL to buy expires in February. If the sale goes through, a new clock starts ticking: Under the agreement with Mr. Lenfest, the philanthropist, the group has 20 months of financial support to develop a long-term plan that would eventually make the ship financially self-supporting.

**Source ; Wall Street Journal**

## NAVY NEWS

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# Truman Carrier Strike Group Relieves Eisenhower

**Harry S. Truman Carrier Strike Group (CSG)** relieved the **Dwight D. Eisenhower CSG** as Commander, Task Force 50 July 2, beginning a routine deployment to the U.S. 5th Fleet Area of Responsibility (AOR).

Under Task Force 50, **Truman CSG** will conduct close air support missions in support of coalition forces on the ground in Afghanistan while conducting Maritime Security Operations (MSO) in the AOR.

**Eisenhower CSG** has operated in the 5th Fleet AOR since Jan. 25 with Carrier Air Wing (CVW) 7 aircraft flying 2,970 combat sorties and 17,730 cumulative flight hours in support of Operation Enduring Freedom (OEF).

"The Eisenhower Strike Group has done a great job supporting the troops on the ground in Afghanistan and executing maritime security operations," said Rear Adm. Phil Davidson, commander, CSG 8. "We leave knowing that Eisenhower, CVW 7, and all the ships in our Ike '5-star' team have worked hard to improve security and stability in the region."

Ships of the Eisenhower CSG performed multiple missions while in the 5th Fleet AOR, which included deterring piracy, protecting critical infrastructure, partnering with critical allies, and conducting MSO throughout the region.

"Our Sailors have shown tremendous dedication and commitment during this deployment and are ready now to head home to their family and friends," said Capt. Dee Mewbourne, commanding officer, USS Dwight D. Eisenhower (CVN 69). "We have every confidence that Truman will continue to work just as effectively to improve the security and stability in this part of the world through the outstanding professionalism of their Sailors."

"The Eisenhower Strike Group's performance in the 5th Fleet and their support for Soldiers and Marines in Afghanistan has been superb. We have big footsteps to follow in," said Rear Adm. Pat Driscoll, commander, CSG 10. "The Sailors and Marines of the Truman Strike Group are fully ready and anxious to begin this important tasking."

The **Truman CSG** deployed May 21 from its homeport of Norfolk, Va., and includes Carrier Strike Group 10, **USS Harry S. Truman (CVN 75)**, **USS Normandy (CG 60)**, Destroyer Squadron 26, **USS Winston S. Churchill (DDG 81)**, **USS Oscar Austin (DDG 79)**, **USS Ross (DDG 71)**, Carrier **Air Wing 3** and its associated squadrons; Strike **Fighter Squadron (VFA) 105 "Gunslingers," VFA 32 "Swordsmen," VFA 37 "Ragin Bulls," Marine Fighter Attack Squadron 312 "Checkerboards," Airborne Early Warning Squadron 126 "Seahawks," Electronic Attack Squadron 130 "Zappers,"** and Helicopter Antisubmarine **Squadron 7 "Dusty Dogs."**

Eisenhower will return to its homeport of Norfolk, Va. **Source : US Navy**

## SHIPYARD NEWS

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## Northrop Grumman Wins \$175 Mln Navy Contract For New Ship

The US Navy awarded a \$175 million contract to Northrop Grumman Corp. (NOC) for procurement of materials and engineering and planning services for **LHA 7**, the second in the Navy's newest class of large-deck amphibious assault ships. **Source : Wall Street Journal**



Above seen a **Rotor 80-32** ® tug with hull number 889 under construction for KST at the ASL Yard in Singapore

**Photo : Piet Sinke** ©

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## Newport-Bermuda race yachts get ferried home

**A big boat designed to ferry little boats across the world will arrived in Bermuda.**

**Spaarnegracht** docked at the commercial berth in Dockyard to pick up two 70ft yachts that have just taken part in the Newport to Bermuda race, plus a catamaran. The three vessels will be winched on to the deck by crane before they are secured in specially made cradles.



The **Spaarnegracht** is one of a fleet of ships run by **Seven-star Yacht Transport**, which takes boats from port to port across the globe. The ship has already stopped to pick up craft at Charleston, West Palm Beach and Newport on its way to Bermuda.

**Photo : Piet Sinke ©**

She will be here for a day before heading across the Atlantic to Majorca. Boat owners often enlist the help of the company to cut costs when

transporting their vessels as they do not have to recruit a crew or pay for petrol.

Elsewhere in the shipping world, it is set to be another bustling week in Dockyard with a succession of cruise calls.

The **Norwegian Dawn** and **Summit** arrive in the west end today for two-day stays. Both ships left again on Friday afternoon bound for New York and Cape Liberty respectively. Dockyard's dockside will be empty today (Saturday) but Sunday morning will see the arrival of two more giant cruise liners. The **Norwegian Spirit** will be in town for a couple of days, while the **Caribbean Princess** arrives and departs on the same day.

Calmer seas meant the **Veendam** was able to drop anchor off St. George's last Wednesday. And she arrived in Hamilton Thursday and headed back to the U.S. on Friday.

All three container ships call into Bermuda this week. The **Oleander** brought in a Peugeot, a boat, a mobile crane and six flat-bed lorries worth of construction material as well as her usual cargo. The Somers Isles arrived Thursday at 6:30am, while the **Bermuda Islander** arrived yesterday **Source : Bermuda Sun**

## APL named Sustainable Shipping Operator of the Year for 2010

Global container carrier APL has been named the 2010 Sustainable Shipping Operator of the Year. A panel of maritime and environmental experts presented the honor here last week at the Sustainable Shipping Awards.

APL, the world's fourth-largest ocean carrier, took the award from a list of finalists including Caribbean Cruise Lines, CMA, Louis Cruise Lines, and Maersk Lines. The judging panel said it selected APL "for the combination of initiatives, positive proven results and their conscientious ongoing effort."

Awards were given in six categories of maritime sustainability. APL was the only ocean carrier to be honored.

"The recognition is gratifying and we appreciate that our efforts to curb the environmental impact of global trade have been noticed," said APL President Eng Aik Meng. "But we understand that the industry has much more to do, and we accept the responsibility that comes with this honor."

In making its award decision, judges reviewed a list of APL environmental protection initiatives undertaken in 2010. The list includes:

- retrofitting five container ships for cold-ironing, which will enable them to shut down auxiliary diesel engines in port;
- constructing shore-power capability at its Oakland, California marine terminal to cold-iron vessels;
- slowing down vessels at sea to reduce fuel use and emissions;
- testing a ballast water treatment system to prevent the spread of invasive species into waterways;
- and introducing a new website that addresses the environmental challenges facing container shipping.

APL said it continues with ongoing environmental efforts that include new engine technology to reduce emissions, fuel conservation measures ranging from friction-reducing hull paint to coastal zone speed reduction, and low-sulfur fuel use in vessels at U.S. West Coast ports. **Source : Journal of Commerce**

## NEW ROLE FOR SKANDI BERGEN



With a helipad on the bow and a crane on the stern deck, the **Skandi Bergen** has cut an impressive figure on the Newcastle Harbour skyline since its arrival. But the sub-sea mining support vessel was delayed on its journey to Newcastle, diverting its course to aid the round-the-world US sailor Abby Sunderland

The 106 metre **Skandi Bergen** will have another role in border protection for Australian Customs after its refitting by Newcastle ship-building company Forgacs

**Source : Garry Luxton ©**



## Alarm at Panama Canal fee increases



The Panama Canal Authority's (ACP) new charging regime planned for January 1 has caused serious alarm among global shipping operators.

In addition to general cargo, dry bulk, tanker and vehicle vessels facing rises of between 12 percent and 16 percent, it is understood container lines will incur a new fee of US\$8 per laden onboard container, a US\$2 rise to US\$74 per TEU of capacity for laden vessels and US\$7.40 rise to US\$65 per TEU of capacity for unladen vessels.

The **CSCL VANCOUVER** seen in the Miraflores locks.

**Photo : Steve Leonard ©**

Although the ACP has delayed implementing the new regime from its initial schedule of May 1 this year, Maersk Line New Zealand country manager Julian Bevis is one of many querying the viability of such measures in the current global economic environment.

"Shipping companies will therefore inevitably look very carefully at any cost increase that is proposed to ascertain whether the value proposition merits such an increase," he says. The newly approved pricing structure delays the implementation of reefer segment increases until April 2011. All other segment pricing modifications will go into effect in January.



Above seen the **ARAUCARIA N** seen in the Panama canal – **Photo : Capt. Andy Patterson ©**

The ACP officially announced its plans to restructure the Canal's pricing April 27. After a 30-day public consultation period, the ACP conducted a public hearing in Panama City, Panama on June 1. **Source : Baird Online**

## Spanish Group to build Indian container terminal

A consortium led by Grup Maritim of Spain won a contract to build and operate India's new container terminal at the southeastern Port of Ennore, near Chennai. The project, to be developed on a 30-year build-operate-transfer basis, is estimated to cost \$311 million. The Barcelona-based company's bidding partners were Eredene Capital, a U.K.-based private equity firm; Obrascon Huarte Lain; and Lanco Infratech, a domestic construction group. "The Ennore Container Terminal is a world-class project, with an excellent growing hinterland and good existing transport connectivity," Eredene said in a statement, announcing the joint venture.

The long-awaited project, Ennore's first container-handling facility, is scheduled for completion in the second half of 2013. It will have a total quay length of 1,000 meters and draft of 15 meters, with annual capacity of 1.5 million 20-foot equivalent units. The port authority earlier shortlisted six pre-qualified bidders, including APM Terminals, Eurogate, and Zim Port along with NYK Line, Evergreen Marine and Hyundai Marine. Grup Maritim, Spain's leading port operator, currently runs 13 terminals in six countries with a total installed capacity of 4.5 million TEUs. The new terminal, which will be able to simultaneously accommodate three 8,000-TEU vessels, is expected to take traffic away from the neighboring Port of Chennai, which has major capacity expansion plans. Chennai recently commissioned a second terminal built by PSA International while bidding for a 4 million-TEU deep-water facility is in progress. Ennore, one of India's 13 major state-owned ports, now primarily handles bulk vessels with drafts up to 16 meters. Cargo throughput for fiscal 2009-10 was 10.7 million tons, compared with 11.5 million tons the previous year.

Source: [joc.com](http://joc.com)



In Singapore the URAG newbuilding tug **ACCURAT** was renamed in **MIDLUM** as can be seen above, as well the homeport changed from Hamburg into Bremen - **Photo : Piet Sinke ©**

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The brandnew **ALCMENE** seen arriving at bouy 62 in the Laurensharbour in Rotterdam-Botlek –

Photo : [Marijn van Hoorn](#) ©

## Cargo growth in Singapore in 2011 to be at a more moderate rate of 4.4%

Research and Markets has announced the addition of the "Singapore Shipping Report Q3 2010" report to their offering. Singapore Shipping Report provides industry professionals and strategists, corporate analysts, shipping associations, government departments and regulatory bodies with independent forecasts and competitive intelligence on Singapore's shipping industry. The glut of ships on the world market is not over yet, but with world trade recovering from last year's slump, some fleet modernisation is going ahead. Singapore's **Neptune Orient Lines (NOL)** seems to be confident enough on this front. At the end of March the firm's chief executive, Ron Widdows, said that through its subsidiary **APL** it would charter up to 10 6,000 20-foot equivalent unit (TEU) ships this year to meet rising demand. It would also bring 10 laid-up ships back into service. The company said it was setting up a new subsidiary, Triton Shipping, as a vehicle to arrange funding for two new 10,000TEU container ships due for delivery.

The economic environment for Singapore-based port and shipping companies is very encouraging at present. Singapore is in the middle of a strong trade-led recovery, with the economy expected to expand by 7% this year, compared with the 2.0% contraction last year. Both exports and imports are rising strongly, and as world trade grows, so too does the transshipment business, which is of great importance to local industry. Political risk is low, and the government's fiscal position is strong. On the other hand, BMI expects a moderate slowdown in the Chinese and US economies in 2011, with Singapore's GDP expansion rate slowing to 4.3%. In short, the medium-term macro outlook is for the economy to peg back from strong to moderate growth. The Port of Singapore (POS) is seeing strong cargo growth. This year, as world trade recovers, we see tonnage rising by 7.9% to 509.71mn tonnes. Growth in 2011 will be at a more moderate rate of 4.4%. POS should also remain the world's largest container port, with box traffic, which slumped by 13.5% last year, recovering by 7.6% in 2010 27.831mn TEUs. Expansion in 2011 will be 5.3%. The medium-term outlook both for general and container cargo is for moderate growth in the 3-5% per annum range. Singapore's total trade will expand by 11.4% this year, following an 11.6% contraction in 2009. We expect Singapore to settle down to rather more moderate trade growth in the coming years. Average annual trade growth in the next five years will be 6.5%, a little ahead of GDP. In nominal terms, exports will surge by 21.2% this year to US\$435.5bn, while imports will be fractionally slower, gaining 21.0% to US\$391bn. On the whole, risks to our Singapore shipping forecasts are evenly balanced, perhaps pointing slightly to the downside. The main risk in this sense is that world trade

could experience a steeper than expected slowdown in 2011, perhaps propelled by further financial difficulties in Europe or elsewhere - indeed, any sudden event that might undermine still-fragile investor confidence.

Source: [companiesandmarkets](#)

## Increasing demand for cruises from Penang

SOME cruise operators who operate out of Penang are considering increasing their fleet to cater for the increasing demand for cruises from Penang, said state Exco member Danny Law Choo Kiang.

He said cruising was a popular trend nowadays as passengers were able to visit different places and countries within a short period of time. "Penang has great port facilities. As our city is quite near, passengers can disembark and within minutes, they're in George Town.



*Local hospitality: Cruise tourists from the **Sun Princess** having their photos taken with members of a welcoming troupe dressed in traditional attire Wednesday.*

"Tourists love Penang due to its Unesco heritage status, and we can offer something different from other places," he told newsmen after the arrival of cruise ship Sun Princess at Swettenham Pier here yesterday.

Law, who is state Tourism Development and Culture Committee chairman, said the influx of both local and foreign cruise tourists to Penang had greatly benefited the island's tourism industry.

He said since the pier was completed, numerous cruise vessels had made port calls in Penang. "This will bring lots of revenue to local tourism

industry players, from trishaw, bus and taxi drivers to shopping malls and tourist attraction operators.

"The response has been great. Some cruises are so popular they're usually fully booked and passengers need to make reservations well in advance," Law said. According to him, apart from tourists from abroad disembarking visiting ships, there were also many coming in from Kedah, Perlis, Perak and even southern Thailand specially to board cruises here.

Some 2,000 foreign passengers disembarked from the **Sun Princess**, and spent the day visiting local tourist attractions, shopping malls and other places of interest, while also sampling the island's famed cuisine. The cruise ship, which is 2,596m long and 32.1m wide, was one of the largest in the world at the time of her construction in the mid 1990s.

After departing Perth, Australia, she also made stops in Phuket and Langkawi before arriving here in Penang. The ship departed at 5pm, and will head for Port Klang and Singapore before returning to Australia. Source : [The Star](#)

## India needs ports for bigger vessels: Shipping Secretary

Emphasising on capacity creation at ports across India, a top government official today said that the country needs ports that can receive bigger vessels. "Shipyards globally are now building vessels that are very huge and can take advantage on scale and bring down the cost of goods and transport," K Mohandas, Shipping Secretary, said in his inaugural address at a conference on 'Port-led Development', organised by CII and the Gujarat Maritime Board here. "Many vessels now being built (abroad) are 13,000 TEU (Twenty-foot Equivalent Unit), while the capacity of our ports is a maximum of 8000 TEU, and that too at few ports," he said.

He pointed out that the capacity of ports across the country was inadequate. "When we say that capacity utilisation at ports is more than 90-95 per cent-- it means that the ports are inefficient. The ports need to be waiting for ships. Vessels need not be waiting at the anchorage point," he said. "Port capacity should be adequately developed for efficient and quick reception of vessels and evacuation of cargo," he added. **Source: ptinews**



Above seen the 1993 built PAN flag vehicle carrier **RYUJIN** leaving Grand Harbour, Malta on Tuesday 29th June 2010 bound to Khoms, Libya

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

## **CMA CGM may get \$1 billion from Qatari sovereign fund**

CMA CGM may be close to finalizing an agreement that would inject \$1 billion to lighten the French ocean container carrier's \$5.3 billion debt burden, according to French press reports. CMA CGM's controlling Saade family chose the Qatari sovereign fund as a new investor, according to Wansquare, the French financial newsletter.

Based on published reports, the Marseilles-based carrier reached an agreement with Qatari, but is continuing parallel talks with the U.S. equity fund Colony Capital, Wansquare said. Qatari Holdings would take a 49 percent stake in CMA CGM, the world's third-largest carrier, according to media reports. Qatari Holdings is said to have received the green light from CMA CGM's creditor banks for its investment in the carrier, which has 16,500 employees, including 4,000 in France.

FSI, France's state-backed investment fund which was established to help financially troubled strategic sectors, is negotiating with Qatari Holdings and Colony Capital over jointly acquiring a stake in CMA CGM. CMA CGM said, "Discussions are ongoing and could conclude soon," but no decision has yet been made on a potential investor. "These discussions are under way even while the group has strongly recovered during the first half of 2010 and this positive

trend continues month after month," the company said. Since October, CMA CGM has been negotiating with its creditors over a restructuring of its debt, much of it taken on to buy up to 45 new container ships. The carrier booked a first quarter operating profit of \$270 million following a \$1.4 billion loss in 2009. Last week, CMA CGM denied reports it had offloaded some of its debt onto its NYSE-listed affiliate Global Ship Lease from which it charters 17 ships.  
**Source: joc.com**



The **IZU** seen arriving in the port of Los Angeles – **Photo : Bob Duckson ©**

## **Hellenic Carriers Ltd. announces Signing of New Building Contracts**

Hellenic Carriers Limited,, an international provider of marine transportation services for dry bulk cargoes, announces that two of its newly formed subsidiaries have entered into shipbuilding contracts with Zhejiang Ouhua Shipbuilding Co Ltd (The "Shipyard") of China for the construction of two 82,000 dwt Kamsarmax vessels. Each of the Vessels will cost USD \$34.2m in total (contract price of US\$34m each plus US\$200,000 in respect of additions to the basic specification) with delivery of the first vessel scheduled for January 2013 and the second vessel for March 2013. In addition, the Shipyard has granted an option to be declared by 1 September 2010 for a third 82,000 dwt Kamsarmax vessel on the same terms as the Vessels and with delivery in May 2013. Payment for the Vessels will be made in stages, with the initial instalment amounting to 30% of the contract price due after signing and receipt of the relevant refund guarantees, the second 10% instalment payable 3 months thereafter and the remaining 60% payable on delivery. The pre-delivery instalments will be funded from the Company's cash reserves. The Company intends to secure 60 – 65% bank financing to be drawn upon delivery of the vessels and is already in discussions with banks that have expressed interest in providing financing.

Fotini Karamanlis, Chief Executive Officer commented: "Continuing with our fleet renewal and expansion program, which was initiated in early June 2010 through the sale of an older Panamax vessel, I am pleased to announce today the signing of shipbuilding contracts for two Kamsarmax vessels and one optional vessel with a reputable and experienced shipyard in China. We believe that since the beginning of 2010 market conditions placed a significant premium on second hand vessels, relative to new buildings value proposition. We have therefore taken advantage of this opportunity by selling in June 2010, as already announced, the **M/V Hellenic Breeze**, a 17-year old Panamax vessel, at a gross price of \$23.46 million and by placing orders for larger and brand new vessels at \$34 million each.

Through these investments we will expand our presence in the Kamsarmax / Panamax class vessels which are the workhorses of the dry bulk industry and have exhibited operational versatility, higher resilience, and stronger returns compared to the other vessel classes within the dry bulk sector.

At the same time, Hellenic remains well-positioned to further exploit growth opportunities in a prudent and timely manner, by capitalizing on our healthy balance sheet, our track record throughout the shipping cycle and our ability to improve our revenue and profit generation capacity, with the view of enhancing shareholder value for the long term."

Source: **Hellenic Carriers Limited**

## **Vizag Port Expansion Contract Awarded to Leighton Holdings**

Leighton will undertake the construction work, which includes widening the existing 350 metre long general cargo berth by 21 metres for coal unloading, as well as providing foundations for 2.5 kilometres of conveyor gallery and the construction of a new stockyard and administration building. Leighton India's construction work is worth US\$45 million. Work is expected to begin in July and be completed by mid 2012.

"The Indian market presents enormous opportunities for Leighton, and we are well positioned with a strong mix of international experience and local knowledge to capitalise on the pipeline of projects coming forward over the coming years ".Said Mr Russell Waugh The Managing Director of Leighton India. Source: **Dredging Today**

## **Evergreen Marine raises shipping rates on European routes**

Evergreen Marine Corp. said Thursday it is raising its shipping rates on its European routes and will add surcharges during the current peak season amid strong demand. The shipping company said the rates on its Europe-Mediterranean westward routes will be increased from July 1 by US\$250 per twenty-foot equivalent unit (TEU) , a measurement for capacity of container transportation. A peak season surcharge of US\$300 per TEU will also be added to the rates on those routes, with effect from July 18, the company said. "The demand for container transportation from Europe is on the rise -- the rate hikes just reflect the market reality, " an Evergreen Marine spokeswoman said.

Evergreen's main competitor Yang Ming Marine Transport Ltd. said it is also planning to raise the rates on its European shipping routes this month, but declined to give any further details. Henry Miao, Vice President of Hua Nan Securities, said demand for container shipping space has exceeded supply as a weaker euro has been spurring demand for products from the eurozone. "With the approach of the Christmas season, there has been a very obvious increase in demand for cargo transportation on the European routes," Miao said. He said exporters are competing for container space so that they could make their deliveries on time. "It is therefore no surprise that the shippers have increased their rates," Miao added. Apart from the European routes, the world's shipping industry is benefiting from a recovering global economy, Miao said. "Strong demand for cargo transportation worldwide is likely to continue into the third quarter," he forecast. Source: **CNA**

## **OLDIE – FROM THE SHOEBOX**



Svea's 2320 DWT **MUNIN** seen in drydock in 1961 Photo : Coll. Kees van Huisstede

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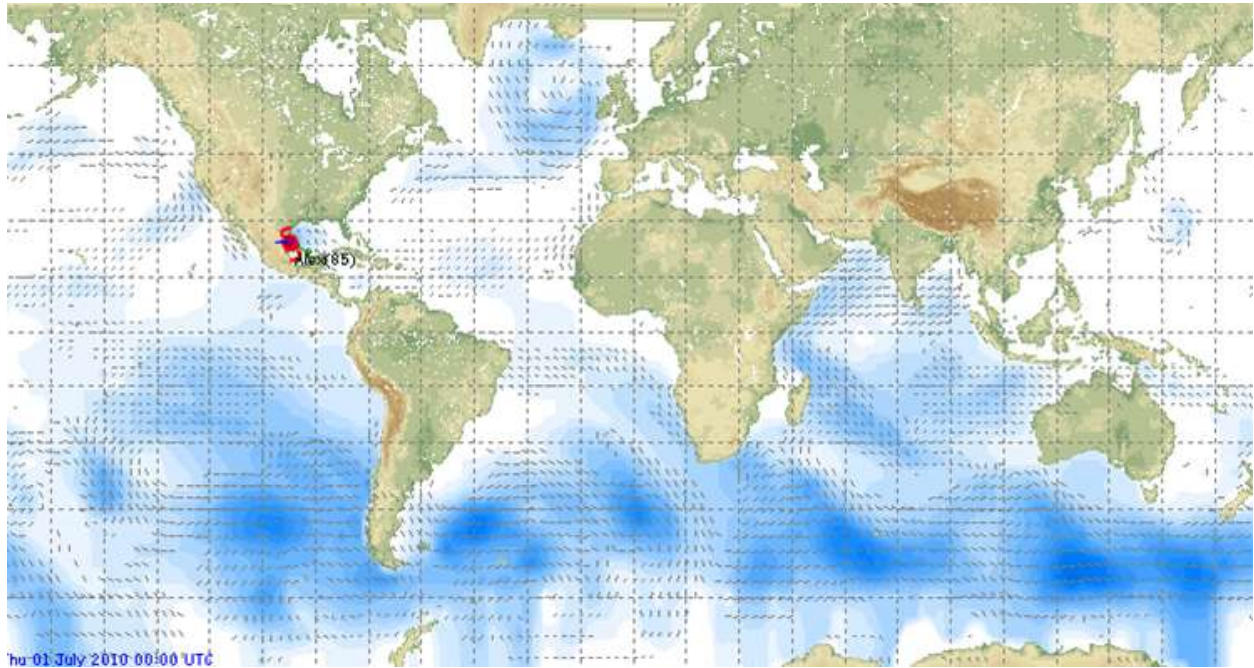
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## **.... PHOTO OF THE DAY .....**



Yardnumber 571629 named **ZEETIJGER** seen under construction at the Damen yard in Gorinchem  
**Photo : Ton Grootenboer ©**