

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 063



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**The SD BOUNTIFUL started yard trials in the Rotterdam region**  
**Photo : Jacco van Nieuwenhuyzen (c)**

## IN MEMORIAM

Zeer bedroefd, maar met een onuitwisbare herinnering aan zijn leven, hebben wij geheel onverwachts afscheid moeten nemen van mijn lieve man, vader, schoonvader en opa

### Capt. Leendert Adriaan Flikweert

Leo

Echtgenoot van Anneke Cornelia Verlinde

Hij is geboren te Terneuzen op 1 april 1946 en overleden tijdens zijn werkzaamheden op zee te Saoedi-Arabie op 2 februari 2010

2 februari 2010

De crematieplechtigheid zal plaatsvinden op vrijdag 5 maart 2010 om 14.00 uur in  
De Brouwzaele, Mr. F.J. Haarmanweg 52-54 te Terneuzen.

Er is gelegenheid om de familie te condoleren na de crematieplechtigheid.

Gelieve geen bezoek aan huis.

**Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore  
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## EVENTS, INCIDENTS & OPERATIONS



The 1984 built offshore tug/supply ship **FIELD EXPRESS** formerly **NORMAND JARL** entering Valletta from Ancona, Italy piloted by Pilot ALAN BROWN on Monday 1 st March 2010, note the homeport of the vessel which is Catania

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

## Eerste machinist moet toekomstplannen bijstellen

door Wout Bareman

Bart Dentz uit Walsoorden dacht dat het allemaal goed geregeld was. Op basis van de jaar-lijkse overzichten van het Pensioenfonds voor de Koopvaardij leek niets een 'mooie oude dag' in de weg te staan. Hij bouwde door de jaren heen een mooi pensioen op, eerst bij Nationale Nederlanden en later bij het Koopvaardijfonds.



Dentz ( bijna 59) vaart als hoofdmachinist op het ro-ro- schip **Bothniaborg** van rederij Wagenborg. Terwijl het schip ligt te lossen aan de kade van de Verlengde Zevenaars haven in Terneuzen, vertelt hij, in zijn hut: „Ik was vroeger al aangesloten bij het pensioenfonds, maar toen ik bij een havenbedrijf in Terneuzen ging werken, ben ik overgestapt naar een ander fonds. Toen ik weer aan boord stapte, ben ik teruggekeerd naar het Koopvaardijfonds. Ze hebben toen twee jaar nodig gehad om mijn waardeoverdracht te berekenen. Nu blijkt dus dat ze al jaren een verkeerde rekenmodule hanteerden. Wat me vooral boos maakt, is dat hun

jaarrekeningen altijd probleemloos zijn goedgekeurd door hun accountants. Terwijl ze al in 1995 in de fout zijn gegaan. Wrang is dat.”

Hij is van plan binnenkort verhaal te halen bij het pensioenfonds. Doel: een fikse schadevergoeding. Want Dentz schiet er, door de gemaakte fouten, wel een derde van zijn pensioen bij in. Gevolg: het droomhuis dat hij met het oog op zijn naderende pensioen laat bouwen in Aagtekerke, wordt veel minder luxueus dan hij en zijn vrouw Corry voor ogen hadden. „Het wordt allemaal veel soberder, terwijl wij met het oog op de toekomst alvast allerlei voorzieningen wilden inbouwen voor als we straks ouder zijn.” De hoofdmachinist was er jarenlang van overtuigd dat hij bij een stevig,



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stabiël en betrouwbaar fonds zat. „Maar dat vertrouwen is nu ernstig beschaamd.” Tot op het moment - eind vorig jaar - dat hij de gewraakte brief ontving, waarin de pensioenuitvoerder toegaf dat er fouten waren geslopen in de jaaroverzichten van zeker 200 zeevarenden, koesterde hij geen enkele argwaan. Bart Dentz: „Nee, eerlijk gezegd niet. Er werd een bepaald bedrag in genoemd, dat in grote lijnen overeenkwam met de berekeningen die ikzelf maakte. Goed, hun bedrag viel een tikje lager uit, maar dat was niet verontrustend. Toen ik die brief las, schrok ik me rot.” Hij zag, naar eigen zeggen, op dat moment zijn 'zorgvuldig opgebouwde financiële kaartenhuis' instorten. De hoofdmachinist heeft, net als zijn gedupeerde gepensioneerde en nog actieve collega's, zijn hoop nu geheel gevestigd op de belangenbehartigers van vakbond De Unie. Dentz: „Want het pensioenfonds trekt dan wel het boetekleed aan, maar welke tegemoetkomingen daar tegenover staan, hoor je niet. Als deelnemer in het fonds draai je, als je niet oppast, op voor hun fouten.” In overleg met zijn vrouw had hij al halvelings besloten over anderhalf jaar te stoppen met werken. Of dat nu nog haalbaar is, is helemaal afhankelijk van het pensioenfonds. **Bron : PZC**

**Het fonds trekt het boetekleed aan, maar geeft niet aan op welke manier de gedupeerden schadeloos worden gesteld.” - Marjolein van Bruggen van De Unie**



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

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MULTISHIP TOWAGE

## Cruise ship involved in deadly crash is out for the season

The Costa Cruises ship that crashed into a pier in Egypt last week, killing three people, won't be returning to service at the line.



Costa says it has canceled two long voyages scheduled to take place in March and early April on the 1,494-passenger **Costa Europa**, which was damaged in the collision. The trips would have been the last at Costa for the 24-year-old ship, which already had been scheduled to leave the fleet in April.

The canceled voyages are the 18-night sailings between Savona, Italy and Dubai scheduled to depart on March 4 and 22, respectively. The ship is one of three the line had devoted to the Middle East market this winter as it expanded significantly in the region.

The crash occurred early Friday as the **Costa Europa** was docking at the Red Sea resort town of Sharm el-Sheik, Egypt -- a common stop for ships traveling through the region. The line has blamed exceptionally bad weather

conditions for the accident.

The line already had canceled the current, 18-night voyage of the ship and flown passengers home from Sharm el-Sheik. The now-damaged **Costa Europa** had been scheduled for transfer to UK-based Thomson Cruises in April on a long-term charter. Costa and Thomson have not said whether the accident will impact the transfer. **Source : USA Today**



The brandnew **GEO CASPIAN** seen moored in Velsen Noord (The Netherlands) - **Photo : Marcel Coster ©**

## SS United States may soon be scrapped

The **SS United States Conservancy** says the **SS United States**, may soon be scrapped. It says the ship's current owners, Genting Hong Kong through its subsidiary, Norwegian Cruise Line (NCL), are currently collecting bids from scrappers.

The **SS United States** was listed for sale in February, 2009. While NCL offered the Conservancy first right of refusal on the vessel's sale, the Conservancy says it has not been in a financial position to purchase the ship outright.

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However, the Conservancy has been working diligently to lay the groundwork for a public-private partnership to save and sustain the transatlantic liner for generations to come.

The Conservancy understands that Genting and NCL are reluctant to continue covering the significant costs associated with maintaining the vessel in its current berth in Philadelphia. It adds that it appreciates the good care the vessel has received since its purchase in 2003 with the stated intention of returning the ship to seagoing service.

The Conservancy has begun discussions with NCL with the intent of covering some of the fees associated with maintaining the ship in Philadelphia so it can finalize plans for repurposing the ship as a stationary attraction at a large metropolitan waterfront. The Conservancy has launched a new "Save Our Ship" (SOS) national campaign. It is offering a "Plank Owner" certificate for tax-deductible donations of at least \$25 via its new donor website: [www.ssusplankowner.org](http://www.ssusplankowner.org).

"This is both a patriotic and a practical effort," said Conservancy Executive Director Dan McSweeney, whose father emigrated from Scotland to America to serve as a crewmember aboard the vessel. "We're absolutely committed to saving one of the most important symbols of America in the 20th century, but we're also talking about creating hundreds, if not thousands, of jobs when this ship is refurbished and becomes a stationary attraction in a large U.S. city. We must save this irreplaceable American icon and continue the process of establishing a public-private partnership to re-purpose her."

### New York City Campaign Kick-off and Film Screening

A special screening of the award-winning American Public Television documentary, *SS United States: Lady in Waiting*, will be held at the National Academy Museum (1083 Fifth Avenue, at 89th Street in Manhattan) on Thursday, March 11th, 7 p.m., followed by a reception and call to action. **Source : MarineLog**

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## Maersk CEO: carriers, shippers need stability

Container shipping is beginning to recover from its worst-ever recession, but shippers and carriers need to develop long-term relationships to ensure stability in rates and service, Maersk Line CEO Eivind Kolding said. Kolding was keynote speaker Monday at the 10th annual JOC Trans-Pacific Conference.

Carriers were battered last year by what Kolding said was a 29 percent drop in rates combined with a 10 to 13 percent drop in global container volume. He said he believed estimates that container lines lost nearly \$20 billion last year were "fairly accurate."

Global container volume exceeded GDP growth by 2.3-to-1 in the 1980s, 2.9-to-1 in the 1990s and 3.8-to-1 from 2000 until 2008, when the ratio turned negative for the first time. Kolding said he expects that long term, it will recover to about 2-to-1. He said, however, that as cargo demand recovers, shippers and carriers must find ways to develop a "new, efficient, less volatile and sustainable industry." Kolding said that requires longer-term contracts that provide shippers with rate and service stability and carriers with an opportunity to eliminate costs and waste. One example: overbookings by shippers, which he said now total 25 to 35 percent in the trans-Pacific. He said the solution lies in



improved shipper-carrier cooperation, perhaps encouraged by a combination of incentives for accurate forecasting and penalties for overbooking. Kolding also said carriers need to increase their use of automation to reduce documentation errors and simplify shipping processes. He said the industry needs "to make it as easy to book a container online as it is to buy a book from Amazon." **Source: joc.com**



The **KRIOS** seen passing Spijkenisse at the Oude Maas - **Photo : Lia Mets ©**

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## Somali pirates hijack Saudi ship in Gulf of Aden

Somali pirates hijacked a Saudi-owned ship with a crew of 14 in the Gulf of Aden this week, a Kenyan maritime official said today. Pirates said they had also seized a fishing vessel. Andrew Mwangura of the East African Seafarers' Assistance Programme said the 5136 deadweight tonne al **Nisr al Saudi** was seized on Monday and was now off the Somali coast.

Pirates also told Reuters they had captured a fishing vessel in the Indian Ocean, but no further details were immediately available. Mwangura said the Saudi tanker was on its way from Japan to Jeddah with one Greek and Sri Lankan crew of 13. Emboldened by rising ransom payments, Somali pirates have stepped up attacks in recent months, making tens of millions of dollars by seizing vessels in the Indian Ocean and the busy Gulf of Aden shipping lanes. The armed pirate gangs operate far out to sea and have managed to dodge naval warships deployed to combat their activities by casting their nets as far south as the Seychelles. Foreign navies have been deployed off the Gulf of Aden since the start of 2009 and have operated convoys, as well as setting up a transit corridors through the most dangerous waters.

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But their forces have been stretched over the vast expanses of water, including the Indian Ocean, leaving merchant vessels vulnerable. **Source : defenceweb.co.za**



Tidewater's **STAR TIDE 1** seen anchored at Singapore Selat Pauh anchorage - **Photo : Piet Sinke ©**

above photo can also be seen in high resolution in the photo album at my website [www.maasmondmaritime.com](http://www.maasmondmaritime.com) or via the direct link <http://www.flickr.com/photos/33438735@N08/show/>

## Tanker seized over 'dirty fuel'

A foreign tanker has been impounded at the Dar es Salaam port after unloading 14.1million litres of contaminated oil valued at \$3,200,302 (Sh4.16billion). The Citizen has established that **Mt Priya** was about to leave the port at around 10pm last Thursday when officials from the Tanzania Bureau of Standards (TBS), the Tanzania Revenue Authority (TRA), the police and the High Court stormed the vessel, ordering the crew not to sail away.

TBS inspected and tested the jet fuel imported by MGS International Limited and Camel Oil Tanzania Limited and Oryx of Dar es Salaam and recommended that the product be barred from entering the Tanzanian market. "TBS inspected and tested Jet A1 imported by MGS international and Oryx. The sample tested failed the critical perimeters," TBS letter to TRA signed by the bureau's acting director Mr S Kinabo read in part. Section 9 (1) of the import regulation states that no person shall in any manner unload for the Tanzanian market any commodities or products not conforming to the requirements of the Tanzania standards or the commodity or product on which no batch certificate has been issued by the bureau.

The tanker was halted after MGS and Camel Oil had successfully filed under certificate of urgency a civil case in the High Court claiming \$3,200,302 from owners and charterers of the vessel for breach of contract and negligence. On Thursday, the plaintiffs obtained an interim order restraining the giant ship from leaving the Dar es Salaam port.



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Justice Njengafibili Mwaikugile ordered that the respondents or their agents be stopped from removing the tanker from the Dar es Salaam port pending a full hearing of the suit against them. The judge further said that the amount of money involved was colossal and for the interest of justice the preliminary order had to be granted as requested.

Through their lawyer, Mr Octavian Temu, the two oil marketing companies argue that the quantity and quality of the product loaded was certified at the port of loading by the loading supervisor and acknowledged by the master of the vessel based on the standards stipulated in the contract between them and the vessel owners. They say they were surprised that on arrival at the Dar es Salaam port, the product was found to be contaminated and below specified flash point. TBS report on the test of the product forms part of exhibits in court. The oil dealers insist that the alleged contamination took place after the petroleum product had been loaded into the vessel.

"The **Mt Priya** as a carrier, owners as well as operators were responsible for delivering the goods in all its quantum and purity at the port of destination which they have failed to do, hence causing a \$3,200,302 loss to us," the plaintiffs argue. They want to be compensated for the loss suffered as well as costs of freight, insurance, wharf charge, handling charges, custom duty, Value Added Tax (VAT), bank interests and charges. This is the second time in two years a foreign ship is being barred from leaving the Dar es Salaam port under similar circumstances.

In March 2008, a Chinese cargo vessel was barred from leaving the port on allegation that it unloaded contaminated gas oil whose importer had rejected as substandard. Justice Amir Mruma of the commercial division of the High Court granted an application by Gapco Kenya Limited to temporarily halt **MT Asia Lion** vessel until the case over the disputed consignment of gas oil was heard. However, after a protracted court battle the two parties agreed to settle the dispute out of court. Gapco Kenya Limited engaged in import, export and sale of petroleum products in Tanzania and its neighbours brought a suit against owners and operators of the ships Sturrock Flex Shipping Limited for \$3 million (by then Sh3.4billion) after laboratory tests had shown that the gas oil was contaminated. It contended that upon the arrival of the ship in Dar es Salaam, the product underwent laboratory tests which showed it was highly contaminated and had lost its quality as a petroleum product. The same court granted an order preventing a cargo ship **MV Salina** from sailing out the Dar es Salaam port allegedly for discharging shortlanded and contaminated Sulphur. Chemical Initiative (Pty) Limited sued owner and master of the vessel **MV Salina** upon discovery that there was a shortfall of 2000 metric tones of Bright Yellow Sulphur out of 12,336 MT it had ordered from Saudi Arabia. The plaintiff claimed that the initial estimates indicated that the approximate loss arising from the matter could be over \$200,000. **Source: The Citizen**



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## NAVY NEWS

### Braziliaans marineschip op Marinebasis Parera



Het Braziliaanse marineschip **BNS Almirante Saboia** is aangekomen op Curaçao. De **Almirante Saboia** brengt tot zaterdag 6 maart een routinebezoek aan het eiland. Het landing ship logistic, met aan boord 289 bemanningsleden, is net teruggekeerd van haar noodhulpoperatie in Haïti. De **Almirante Saboia** meerde af aan een van de steigers op Marinebasis Parera, die gedurende het verblijf van de Braziliaanse marinecollega's optreedt als gastheer.

## Baltic countries wary over Russian-France military talks

NATO has announced a fighter-jet exercise for later this month over the three Baltic states amid mounting anxiety in Latvia, Lithuania and Estonia over the planned French sale of sophisticated warships to Russia. The exercise, announced Tuesday, coincides with Russian President Dmitry Medvedev's state visit to Paris for talks with counterpart Nicolas Sarkozy on an expanded France-Russia partnership, including the possible sale of four Mistral-class French warships.

Baltic officials denounced the unprecedented sale of military hardware to the Kremlin, which has been increasingly aggressive towards its neighbours and invaded Georgia in 2008. "I'm not sure that the best way to turn the page on the Cold War is by trading in items of hot war," Latvian Foreign Minister Maris Riekstins told Agence France-Presse.

NATO spokesman James Appathurai said the fighter-jet exercises over the Baltics, involving French Mirage 2000 and Polish F-16 fighters, are routine and "not linked" to the Mistral negotiations. NATO isn't taking a formal position on whether to support or endorse the unprecedented move by an alliance member to execute a major arms sale to Russia.

"The French president is of course absolutely right that Russia is a partner of NATO and we want to build deeper ties with Russia," Appathurai told Canwest News Service. "That being said, a number of allies have legitimate concerns for both historical and geographic reasons." France has a long history of friendly relations with Moscow that has at times caused deep divisions within the North Atlantic alliance, particularly in the mid-1960s when then-president Charles de Gaulle booted American troops from the country and withdrew France from NATO command. The planned sale, for a reported \$2.2 billion U.S., would provide the Russians with the second largest vessel in the French navy. The Mistral can carry up to 16 helicopters as well as tanks, other land-assault vehicles, and up to 900 troops.

Giving Russia more firepower has angered the U.S. government and sends a chill down the spines of many former satellite states of the former Soviet Union, particularly after comments last autumn by Russian Navy Commander Vladimir Vysotskiy.

He said if Russia had had Mistrals in its Black Sea fleet during the 2008 invasion of Georgia it would have landed its troops in 40 minutes rather than 26 hours. France has argued the West must look beyond the Cold War towards a new relationship with Russia, a potential ally on challenging files such as nuclear proliferation in Iran.

But retired U.S. air force colonel Joseph Wood, a former senior U.S. government adviser on European issues in Washington, said the planned French sales will do more harm than good. Sarkozy is causing divisions within NATO by providing military aid to a country that is viewed suspiciously by the newer alliance members in central and eastern Europe, he said.

"These ships would give Russia that much more of a military capacity to ensure that those in the region view themselves as under the Russian sphere of influence." And Wood said Sarkozy is harming NATO's credibility because he brokered and signed a ceasefire agreement to end the Georgian conflict that required Russia to withdraw troops from the two breakaway provinces of South Ossetia and Abkhazia.

"We have the same French president, whose signature is on the peace agreement that has yet to be implemented, now turning around and selling the kinds of weapons that could be used in a similar scenario," said Wood, now an analyst at the German Marshall Fund think-tank. "And that, to me, greatly weakens any sort of credibility that NATO and NATO allies have (when they say) to Russia that you simply can't invade and change borders in Europe in the 21st century." **Source : Canwest News Service**

## U.S. warship conducts joint training with Georgia

U.S. naval forces started exercises with Georgia's coastguard on Tuesday along the Black Sea coast, in a sign of Washington's support for the government of President Mikheil Saakashvili. The start of the two-day exercises came as Russia's Federal Security Service (FSB) said it had finished setting up a coastguard division in the breakaway region of Abkhazia.

Black Sea tensions have eased since a row last year over the seizure by the Georgian coastguard of ships trying to trade with Abkhazia, recognised by Russia as an independent state after a brief war with Georgia in 2008. Moscow's military crushed an assault by Georgia's U.S.-trained military on the breakaway pro-Russian territory of South Ossetia in a five-day war in August 2008. In the weeks after the 2008 war, several U.S. navy ships, including



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the guided-missile destroyer McFaul, docked off Georgia's Black Sea coast, angering Moscow which accused Washington of sending weapons. "We'll be doing damage control training today ... fighting a fire on board a ship, a hazard materials spill," Commander Derek Lavan told Reuters on board the guided-missile frigate USS. **John L. Hall.** "We'll show the Georgian team how the warship is made and what kind of equipment we use," he said, as a group of Georgian coastguards sprinted around the deck wearing gas masks. The training will include law enforcement and ship-boarding drills. Russia remains sensitive to military cooperation between the West and Georgia, which wants to join NATO.

U.S. President Barack Obama's administration and the European Union have sought to mend ties with Russia, and -- to the anger of Georgia -- France plans to sell the Russian navy a Mistral class helicopter carrier. Asked about the U.S.-Georgian training exercises, the head of the Russian FSB coastguard department, Viktor Trufanov, said: "It doesn't make us nervous," Russian Itar-Tass news agency reported him as saying. Trufanov said the coastguard division in Abkhazia had been completed. "The situation on the Abkhaz borders are under control," he was quoted as saying. "The forces which are there right now are enough to meet all tasks." Abkhazia signed a deal last month to allow Russia to build a military base for at least 3,000 troops on its soil. A naval base is also planned in the port of Ochamchire.

## SHIPYARD NEWS

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The **VALTAMED** seen at the Scheldepoort in Flushing - **Photo : Henk de Winde ©**

## ADSB 2010 order book exceeds Dh4bn

Abu Dhabi Ship Building (ADSB) is looking towards a new client base in countries in North Africa. Specialised in the construction, repairs and upgrades of both naval and commercial ships, ADSB said its order book for 2010 exceeds Dh4 billion.

Mohamed Salem Al Junaibi, General Manager ADSB, told Emirates Business that the first of the six most advanced warships worth \$1bn (Dh3.6bn) - Beynouna will be launched in the second quarter of 2010. "We are very optimistic about 2010 and the coming years. Being the only such company in the region with a capability to service both military and civilian clients, we have seen our business opportunities grow significantly over the past few years," said Junaibi.

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ADSB recently announced net profit of Dh114.39 million on revenues of more than Dh1.16bn for 2009. The company's total assets stood at Dh2.2bn, a significant growth of 29 per cent in comparison to 2008. "We also enjoy the privilege of having a great order book. The book orders were worth Dh3bn in 2009 alone and have a backlog of \$4bn in 2010. Almost 80 per cent of our business is military, while 20 per cent is commercial," he added.

According to him, ADSB's facility in Mussafah in Abu Dhabi has the capacity to construct highly sophisticated complex vessels. "The company has the capability to supply, integrate and upgrade sophisticated state of the art combat systems plus the provision of full, throughout life, support of the platform and systems.

"We specialises in the construction of highly complex naval ships including the integration of weapon combat systems," he said. The first of the six 71-metre long corvettes, the heavily armed surface combatant Baynunah warships will be ready for delivery in the summer of 2010, said Junaibi. He said the first vessel was built by Constructions Mécaniques de Normandie (CMN). Work of the remaining ships are progressing at ADSB's Mussafah yard in Abu Dhabi.

According to IHS Jane's, the first of the class was lowered into the water on a ship syncrolift monitored by senior UAE delegation including Armed Forces' Chief of Staff Lieutenant-General Hamad Thani Al Rumaithi and UAE Navy Chief of Staff Major General Ahmed Al Tunaiji.

"Setting-to-work and harbour trials activities have subsequently progressed in advance of sea trials, which commenced in mid-January 2010. An extensive programme of platform and combat system trials will last into 2011. On completion, the first of class will commence its delivery voyage to the UAE," said the report.

ADSB has clients from friendly countries across the region and is looking at expanding its client base outside. "We are currently working on some deliveries due to Bahrain. There is an immense opportunity in the market. North Africa is a market which we will be interested in targeting," he said.

In terms of commercial vessels, ADSB has several new building projects under development ranging from tug boats and dredgers to product carrying tankers. "Our facilities accommodate new build commercial vessels including tug, pilot and work boats as well as supply and crew change boats. More complex projects have included dredgers and coastal tankers," said Junaibi.

"We secure long agreements with our clients. When it comes to commercial vehicles we do enjoy a long agreements with our clients here, especially the petroleum companies. We have an agreement with them that exceeds three years," he added. ADSB, Junaibi said, has served UAE's national assets in terms of supplies to the navy, coast guards and critical mission infrastructure and marine infrastructure. "We are fortunate to be the source player in terms of new build, after sales support and maintenance upgrade," said Junaibi.

ADSB recently formed a joint venture with British Airspace to develop a logistics company responsible for giving after sales service. The joint venture with BAE Systems established in July 2009 resulted in the setting up of a new company, Gulf Logistics and Naval Support.

It offers a complete range of integrated logistics support and training services as well as outsourcing solutions for base facilities. Potential customers include navies, coast guards, marine police, homeland security organisations, special forces and other key commercial customers.

"We hold a 70 per cent shareholding while BAE Systems holds 30 per cent. We feel that such a move was very much necessary as the industry needs to support clients with regards to after sales support. The idea is to support new partnerships and alliances in customer countries and the transfer of technologies, processes, systems and skills including the recruitment and training of the respective national workforces," Junaibi added. **Source : Zawya**

# Construction Success of West Orion in Jurong Shipyard

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The third from the series of four turnkey ultra-deepwater semi-submersible drilling rigs built by Sembcorp Marine's subsidiary Jurong Shipyard for Seadrill Limited, is on track for delivery in early second quarter of 2010 following its official naming. The rig was christened "**West Orion**" by Lady Sponsor Mrs Ingrid Gjengedal, the wife of Mr Alf Ragnar Lovdal, Senior Vice President of Seadrill's Tender Rig Division, during a ceremony on February 27, 2010 in the presence of key representatives from Seadrill and Jurong Shipyard.

West Orion echoes the success of sister rigs **West Sirius** and **West Taurus** which were delivered by Jurong Shipyard in 2008. The yard demonstrated its strong turnkey expertise in semi-submersible construction by being the first to deliver on-time a total turnkey semi-submersible rig, the West Sirius, to Seadrill in March 2008. The next turnkey semi-submersible rig, the West Taurus, was delivered one week ahead of schedule in November 2008.

**West Orion** is one of twelve Friede and Goldman (F&G) ExD Class semi-submersible ultra-deepwater drilling units built by Jurong Shipyard. Six of these F&G semisubmersible units had been successfully delivered by the yard. The dynamic-positioning semi-submersible is engineered for deep drilling capabilities of up to 37,500 feet in dynamic positioning mode in ultra-deepwaters of up to 10,000 feet. Upon delivery, **West Orion** will commence a six-year contract with Petrobras for development drilling operations offshore Brazil. **West Taurus**, the second rig delivered to Seadrill Jurong Shipyard, is also on a six-year charter with Petrobras. Mr Per Wulff, Executive Vice President and Chief Operating Officer of Seadrill Management AS, said: "West Orion is the third consecutive on-time, on-budget semisubmersible drilling rig that Jurong Shipyard has constructed for Seadrill after the **West Sirius** and **West Taurus**. Both rigs are working very well at their locations in the Gulf of Mexico and Brazil." "Over the years, Seadrill's investments in new drilling units have been significant and our repeat orders with Jurong Shipyard are signs of confidence and reflects our strong commitment to this excellent yard. More importantly, the previous rigs delivered from Jurong Shipyard are first of its class and working exceptionally well. We are very satisfied with Jurong Shipyard's performance and quality of work and look forward to mutual success in the future."

Mr Wong Weng Sun, President and Chief Executive Officer of Sembcorp Marine and Managing Director of Jurong Shipyard, said: "The turnkey construction success of **West Orion**, our third from the series of four ultra-deepwater Seadrill semi-submersible rigs, is a testament of the strong synergy and shared commitment between Jurong Shipyard and Seadrill in achieving high quality standards and workplace safety and health excellence in our operations. Our profound thanks to Seadrill for their vote of confidence and their trust in us." **Source: Seadrill, Jurong Shipyard**

## Nizhny Novgorod shipyard to build a buoy tender for St. Petersburg

Nizhny Novgorod Ship Plant (Bor city, Nizhny Novgorod region), the winner in bidding for a 300m-ruble contract held by the St. Petersburg branch of Rosmorport will build a buoy-laying vessel, the shipbuilder press release said. The vessel was designed jointly by the plant and Maritime Engineering Bureau.

Main dimensions of the vessel: overall length - 42 m, breadth - 10.2 m, depth amidships – 3.3 m, draught CWL – 2.5 m, DWT DWL - 221 ton, hold capacity 139 m3. Capacity of oil tank abt. 104 m3. The boat can accommodate 8 crew members and technicians. The boat can navigate 7 days independently. The ship's speed not less than 10 knots.

The self-propelled twin-screw vessel has a steel-deck with a build-up tank, with the transom stern and the stern crinoline, with a bow working deck, accommodating both 4 BMBL-78 buoys with anchor devices, with the main engines and aft crew cabin, with a cargo crane of lifting capacity of abt. 8 tons.

Nizhny Novgorod Ship Plant builds supply and tender ships, harbor equipment and ship engines. The shipyard can build 135-m ships, of 1500 tons of launching weight. **Source : PortNews**



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## Shipyards call for aid as orders plunge amid global recession Germany

German shipyards received orders for a mere 20 ships last year, while recording cancellations of 60 planned new-buildings over the past two years, according to industry association VSM. The order-book fell to 106 vessels comprising 1.9m gt. Deliveries in 2009 totalled 54 ships of 2.6m gt, which contrasts with record year 2008, when 84 ships of 4.4m gt were built. VSM stressed that German yards would increasingly focus on special-purpose vessels for the offshore market and other maritime technologies.

However, it demanded political and financial support for the development of new ship types. Federal elections last year slowed down the dialogue with Berlin politicians, VSM said. It added that it was now expecting fresh impetus from new maritime coordinator Hans-Joachim Otto. Mr Otto said he had invited the German coastal states and representatives of the maritime industries to come together on March 18 to discuss primarily financing issues. The government was responding to a recent initiative by the German federal states, he said. **Source: Turkish Maritime**

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The **Borja** seen moored in the Merwehaven in Rotterdam - Photo : John van der Linden (c)

## Mercator Line announces Acquisition of a Gearless Panamax Vessel

The Board of Directors of Mercator Lines (Singapore) Limited wishes to announce that: The Company has entered into a Memorandum of Agreement (the "MOA") for the purchase of a young and modern gearless Panamax dry bulk carrier for approximately US\$ 38 million (the "Proposed Acquisition"). The vessel is less than 3 years old, built in 2007 by Hudong Zhonghua Ship Building Group, Shanghai, China, and has a capacity of about 74,483 dwt. The vessel is due to be delivered in April / May 2010, and will expand the Company's owned fleet to 12 vessels with an aggregate capacity of 1.1 million dwt. This acquisition is proposed to be financed through a mix of internal accruals and debt.

The vessel comes with an attached charter with a reputed company at a daily charter hire of USD 22,250 per day for 35-37 months. This contract would bring in revenues of about USD 24 million over the next three years. This Proposed Acquisition is expected to have positive impact on the net tangible assets per share, earnings per share and operating results of the Company for the financial year ending March 31, 2011. The Sellers are unrelated to the Directors and controlling shareholder of the Company. None of the Directors and controlling shareholders of the Company has any



interest, direct or indirect, in this acquisition. The acquisition is in the ordinary course of the Company's business.

**Source: Mercator Lines (Singapore) Limited**

## 1 million in fines for Matterhorn shipmaster

A Russian captain of the Liberian-flagged **Matterhorn** ship prosecuted for deliberate pollution of the waters, was sentenced Tuesday to a 1-m-euro fine by the correctional court of Brest. The sentence is consistent with the prosecution Bertrand Leclerc, the prosecutor said at the hearing on 7 January, calling it "a voluntary pollution, not a failure or an accidental release", while the captain's lawyer insisted on the "negligence and carelessness", which resulted in a leak of petroleum products.

The court stated that 90% of the fine to be paid by Eastwind Transport, the Greek shipowner. The captain and the owner must also pay a total of 28.600 euros to seven organizations that had represented the civil parties, L'Express reports.

In May 2009 the 115-m-length reefer ship left the Port of Kaliningrad heading for the Canary Islands. When the ship was passing along France coastline, the local authorities found a large oil patch they alleged left by the ship. On May 26 the shipmaster was forced to be docked at the port of Brest. At the time of detention the reefer crew consisted of 15 members - 13 citizens of Russia and the two - Ukrainians. Prosecutors of Brest set a 300.000-euro bail to make the ship could leave port, but the company owner has declared itself bankrupt, and the bail was not paid.

The **Matterhorn** is not the first foreign ship to have been convicted of similar offenses by a French court, L'Express said. On 1 July 2009, the Brest court had sentenced shipmasters a Liberian cargo ship and an Egyptian cargo ship with record fines of \$1 million and 2 million euros accordingly.



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## Caravel launches container vessel

Caravel Logistics, a multi modal transportation company based in Chennai, has launched its first cellular container vessel at Tuticorin. Addressing presspersons here on Tuesday, Saju Chacko, Chairman of the company said the ocean liner, with a capacity of 585 TEU, would be deployed on Mundra-Kochi-Tuticorin-Dubai route and would have fixed day schedule helping customers preplan their shipments with certainty of cargo movement.

BTS Investments of Switzerland has funded the acquisition by bringing in Rs. 25 crore through private equity. According to C. Jayakrishnan, Director of the company, the acquisition initiative would help in increasing the revenue by Rs. 40 crore. The company has reported a turnover of Rs. 250 crore and plans to end the year ending March 31,



2010 by crossing Rs. 320 crore mark. Caravel is also planning a further investment of Rs. 75 crore for expanding its activities. The plan is to start a container freight station in Chennai and later in other parts of the country. To boost its presence and worldwide network, the company is set to open offices in China and East Africa. **Source: The Hindu**

## **MOGADOR SOLD FOR SCRAP**

According to <http://www.optimashipbrokers.com> the **MOGADOR** (ex **PRIDE OF CHERBOURG**, ex **PRIDE OF LE HAVRE** and **VIKING VALIANT**) has been sold to India for scrap.

## **Shipbreakers from India, Pak and Bangla plan united front**

Representatives of ship breaking communities of India, Pakistan and Bangladesh have decided to form a common front to oppose the new IMO-mandated ship recycling Convention which their respective governments are planning to ratify. At an internal meeting held on the sidelines of a recent shiprecycling conference in Dubai, members from the three countries have exchanged ideas and are expected to chart out their future course of action in due course.

"We had an internal meeting between the three countries and decided to work together against the IMO Convention. We are also planning to make one body of the three countries to work against the new stipulation," Pravin Nagarsheth, president of Iron Steel Scrap & Shipbreakers' Association of India.

Last week, the association has submitted a memorandum to the shipping ministry repeating its demand "that government of India should not ratify the IMO Convention on ship recycling as it is against the interests of the country. The Convention is totally one sided without any obligation on the ship owner or ship builder."

Stating that the Convention has not taken into consideration Indian points of view, it noted that by ratifying it India has nothing to achieve except international interference.

"Whatever regulations that are needed for environmentally sound and labour safe ship recycling in the country can be implemented through national regulations - e.g., the Amendment to Gujarat Maritime Board Regulations 2003 and The Comprehensive Code on Ship Recycling being finalized by steel ministry under the directions of the Supreme Court of India," it has noted. The guidelines being developed now under the IMO Convention intend to go much deeper which will make ship breaking by beaching method impossible, it added. "The Ship Recycling Facility Management Plan and Ship Recycling Plan are nothing but interferences in the national activity. Future requirements under Ship Recycling Facility Management Plan may force a number of ship recycling units to be closed down," the memorandum warned. According to Mr Nagarsheth, pressure is also being built from the industry not to rectify the Convention. "Our efforts are to involve all industry players, other than association, to sign a memorandum to the government asking it not to rectify the Convention." He said associations in Gujarat are expected to follow suit with a similar memorandum to the government.

According to him, Directorate General of Shipping (DGS) appointed committee has had several meetings with industry stakeholders to arrive at a consensus on the issue, but 'we are far from it.' Efforts to contact concerned authorities at DGS did not yield results as they were not available. Meanwhile, Bangladesh recyclers are feeling restless as they are badly affected by the recent government move of declaring ships as toxic waste. Because of the new stipulation, they are not allowed to bring ships for breaking without getting permissions from the exporting and importing countries.

According to reports, several vessels remain anchored off Chittagong as Customs has denied entry to ships which were not certified by the exporting country as free of toxic chemicals, as required by the new rules issued in late January.

According to government sources, it started the crackdown on February 21 only after its previous attempts of barring toxic ships from breaking beaches failed. Workers, however, fear for their livelihoods, with breaking companies halting all work for the past few days. The yards demolish about 200 ships a year. More than a dozen ships bought for scrapping are to arrive in the next couple of weeks, while other ships are already in Bangladesh. Ships with hazardous chemicals, asbestos, oil residues and poisonous and gas have caused casualties related to fires, explosions and poisonings in the recent past. **Source: The Economic India Times**



The **MULTRATUG 18** seen in Harwich – Photo : Andrew Moors – RNLI Harwich lifeboat (c)

## Finnish roro-vessel Global Carrier to be out of service for several weeks

The Finnish roro-vessel **Global Carrier** will be out of service for three or four weeks for repairs after a collision in the port of Oxelösund on February 27. The **Global Carrier** ran into the berthed bulk carrier **Ecostar G O**. The bulk carrier suffered damages in her side while the **Global Carrier** got damages in her bow. The Global Carrier is sailing on the route Turku–Oxelösund–Travemünde for Power Line and is owned by Lillbacka Powerco. Source: [shipgaz.com](http://shipgaz.com)



Container ship **MSC EQUATOR**, managed by BRISE BEREEDERUNG, 14,685gt, 20,147dwt, built 1993. Renamed April '08 - ex **Delmas Seychelles** 2007, ex-**Rikenis** 2004, ex-**Nordwelle**, 2003, ex **P&O Nedlloyd Borges**, 2002, ex **Nordwelle**, 2001, ex- **City of Stuttgart** 2001, ex **CSAV Charleston** 2000, ex **Nordwelle**.

Seen March 1<sup>st</sup> off an arctic looking Fife Coast on Grangemouth - Antwerp - Tyne circuit.

Photo : Iain McGeachy (c)

## Deep-sea port likely by 2015

Staff Correspondent The first phase work for construction of the deep-sea port in Sonadia Island is likely to be completed by 2015 with an estimated cost of Tk 15,000 crore, Shipping Minister Shahjahan Khan told the House yesterday.

"Bangladesh will earn over Tk 1,000 crore in 2016 as revenue from the port and it will be double in 2020," he said in scripted answer to lawmakers' queries. He said exploration of foreign fund and preparation of detailed design for construction of the seaport are underway.

The government has taken a master plan to bring back navigability in 53 waterways and almost dying rivers at a cost of Tk 11,500 crore, the minister said adding the project is likely to be completed by 2018.

He said Bangladesh Inland Water Transport Authority has moved to procure three dredgers and other water vessels and equipments for carrying out dredging in 53 waterways and nearly dead rivers.

"Seventeen more dredgers will also be purchased by 2015," he added. The shipping minister said works for extraction of waste from the bed of Turag River would be completed by the end of next year **Source : Daily Star**

## NOL container volumes up 63% in January

Neptune Orient Lines container volumes soared 63% in January compared to a year earlier. NOL handled 307,400 feu in the six week period from 26 December 2009 to 5 February 2010, up 63% on the same period a year earlier. "The improvement in volume was due to higher volumes lifted in all trade lanes and stronger pre-Chinese New Year shipments," the company said. The beginning of 2009 saw container volumes across the board in the industry drop by as much as 30% as the full impact of the global financial crisis was felt on world trade. Year-on-year average freight rates for NOL were 9% lower at \$2,417 per feu. However compared to the last month of 2009 average rates per feu were 10% higher which the company credited to increased rates on key trades and the implementation of an emergency revenue charge on the transpacific. **Source: seatradeasia-online**

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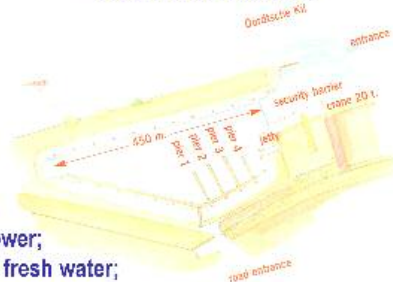
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## Survey vessel leaves Maasvlakte 2 project for Oceanology International 2010



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The **Freedom** is a brand new survey vessel build by No Limit Ships in the Netherlands. The vessel is specially designed for hydrographic survey work in coastal (shallow) waters. The vessel is equipped with multibeam and singlebeam echosounders, RTK positioning and silt-density equipment. The combination of high sailing speed and stability from the deep-V ships hull enables this vessel of surveying in coastal dredging and constructions area's also in worse weather conditions.

At this moment the "**Freedom**" is surveying for the Rotterdam port landreclamation project "Maasvlakte 2" and for maintenance dredging works inside the Port of Rotterdam. "The **Freedom** is an asset to our company. We chose this type of ship because of her tested (level) speed, sea worthiness and small required crew, with an economic advantage as a result. The No Limit delivers a modern piece of technology that books success in hydrographic research and is very convenient for the activities to expand Maasvlakte 2 (of which PUMA is the main supplier). We are very proud that Port of Rotterdam chooses the services of Braveheart Shipping and No Limit ships because of the great qualities for hydrographic research", says Hakvoort, Director and owner of Braveheart Shipping. **Source: dredgingtoday**



The **ALPHONSE LETZER** seen departing with the sheerlegs **TAKLIFT 4** from Rotterdam bound for Rio de Janeiro  
**Photo : Robert Hoffmann ©**

## OLDIE – FROM THE SHOEBOX

### Old lifeboat footage found on YouTube

A FILM of a Newquay lifeboat dating from the 1920s has been discovered on YouTube. The film from the mid-twenties shows the **Admiral Sir George Back** launching down the steep slipway on Towan headland – surrounded by crowds of onlookers.

Other scenes on the footage – captured on one of the first home movie cameras – show children playing in the snow on the town's streets and gigs being rowed across the bay. In another scene, an ice cream seller peddles his wares on Towan beach.

[http://www.youtube.com/watch?v=krd4333wZV4&feature=player\\_embedded](http://www.youtube.com/watch?v=krd4333wZV4&feature=player_embedded)

Tracy Cayton-Smith of the RNLI said: "Through modern technology and the advent of video sharing and social networking, this fantastic footage has now come to light and is in the public domain. She continued: "Maroons are shown being set off at the beginning of the film by what would probably have been one of the coastguards.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 063

"Footage then shows the lifeboat being recovered on Towan beach before being towed by horses back through the town, again surrounded by onlookers.

"The film is estimated to be post-1923. Kodak Eastman started manufacturing ciné film for home use, and the Newquay gigs took to the water in earnest." The YouTube footage can be viewed via the Newquay RNLI website [www.newquay-lifeboat.org.uk](http://www.newquay-lifeboat.org.uk) or directly on YouTube. Ms Cayton-Smith added: "This has survived nearly 90 years until 2010 and has been converted to a digital format and shared on YouTube for everyone to see. A little bleached in places, it is a truly spine-tingling experience." The RNLI is asking anyone who can provide any historic information or identify any of the people in the film to e-mail [web@newquay-lifeboat.org.uk](mailto:web@newquay-lifeboat.org.uk)

The organisation is also asking for old video or pictures to create an archive gallery. **Source : Thisiscornwall**

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



The **SEACOR CANYON** seen moored at Singapore Loyang Base - **Photo : Piet Sinke ©**

above photo can also be seen in high resolution in the photo album at my website [www.maasmondmaritime.com](http://www.maasmondmaritime.com) or via the direct link <http://www.flickr.com/photos/33438735@N08/show/>

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