

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 162



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Regent cruises SEVEN SEAS VOYAGER seen departing from Amsterdam

Photo : Peter Beentjes (c)

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Seen last Saturday in Rotterdam, the yellow **WATERBUS** (on the top left) leaving the Parkhaven and waiting the traffic to "cross" Southbound the Nieuwe Maas.

Photo : Willem Wilstra (c)

Crew abandons ship that escaped Somali pirates

The crew of the North Korean merchant ship **MV RIM** have abandoned it -- after freeing it from Somali pirates June 2 and escaping to the open sea..

MV RIM been hijacked on February 3 and was being held at Garacad, off Somalia's northern coastline, when the crew overpowered the pirates and retook their ship.



The Spanish frigate **Victoria**, part of the EU-NAVFOR counterpiracy operation, came to the rescue and prevented other pirates from retaking it. However, the **MV RIM** was in very poor condition and the machinery quit after a short time, leaving the ship drifting rudderless.

EU NAVOR dispatched the Netherlands Navy ship **Johan de Witt** to assist, mainly because it has two hospital facilities. The Spanish frigate transferred one **RIM** crew member with gun shot wounds to the **Johan de Witt** so that he could undergo immediate surgery. He was one of three **RIM** crew who received injuries in the escape.

Technicians from the Dutch ship boarded the **RIM** and found that the ship was beyond repair. The electricity had gone, as had the navigation. The poor condition of the ship, combined with the high seas and wind, caused the ship to take on water. At the request of the Master, the crew of the **RIM** was taken on board the Dutch warship for later discharge at Djibouti.

The **RIM** was left floating and was being monitored by the operational headquarters of EU Navfor so as not to endanger shipping. **Source : MarineLog**

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An advertisement for Alphatron Marine BV. It features several satellite antennas of different sizes, some with the 'Intellian' logo. The text 'ALPHATRON Marine BV' is at the top right. At the bottom right is the FIFA World Cup 2010 logo. The text 'ASK FOR OUR WORLD CUP SALES PROMOTION' is at the bottom.

Norway puts hold on deepwater drilling in new licensing round

Norway will not permit any drilling in deepwater areas in its upcoming 21st licensing round until more is known about the Deepwater Horizon accident. The Minister of Petroleum and Energy, Mr. Terje Riis-Johansen, yesterday emphasized the need for more knowledge about the accident before awarding new areas for deepwater exploration in the 21st licensing round.

"We are moving ahead with the 21st licensing round. We will have the accident in the Gulf of Mexico in mind going forward," said the Minister. "There will be no drilling on any licenses on deep waters coming out of the 21st round before we have sufficient knowledge of this accident, including possible implications for our regulation. In addition to that, before awarding licenses in the 21th round, I will ensure I have deeper knowledge about the accident. The precautionary principle combined with a predictable framework, have to be the foundation for our petroleum politics."

Source : MarineLog

NEW LIFEBOAT FOR LE HAVRE



Above see the new Le Havre lifeboat which was launched June 2nd at the BERNARD shipyard, near Lorient. She's named "**President Pierre Huby**", with hull number SNS 161.



The main characteristics are:

- LOA : 14,85 m
- Breadth : 4,60 m
- Draft : 1,60 m
- Engines : IVECO 2x450 HP
- Max speed : 25 Knots

The new Le Havre lifeboat is planned to be delivered at the end of June. **Photos / info : Sébastien Fouéré ©**

Mexico oil spill could have powered 1,800 ships for year

If all the oil from the **Deepwater Horizon** spill in the Gulf of Mexico had been used for fuel, it could have powered 38,000 cars, 3,400 trucks and 1,800 ships for a full year, says a new report. It is based on an estimated spill rate of 19,000 barrels of oil per day, according to James J. Corbett, professor of marine policy at the University of Delaware

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(UD) College of Earth, Ocean and Environment. Corbett works on energy and environmental solutions for transportation. He has launched a website that reports the impact of the **Deepwater Horizon** oil spill in terms of uses of the lost fuel on a daily basis. Visitors to the website can choose the spill rate they believe is most accurate from a range of reported estimates, and the website will automatically calculate how many cars, trucks and ships could have been powered for a year, based on Bureau of Transportation Statistics.

By May 5 (15 days after the spill), the oil lost could have fuelled 470 container ships serving New York and New Jersey ports for a year. By May 31 (41 days after the spill), the lost energy could have fuelled one freight truck on 17 trips across all 4 million miles of US highway. Corbett says he developed the website to help put the oil spill in a perspective to which everyday users of petroleum, including most Americans, can relate.

Transportation activities consume about two-thirds of all petroleum in the US -- more than 20 billion barrels per day, according to Corbett. Gasoline for automobiles accounts for about two-thirds of US total transportation energy, diesel fuels power most of our goods movement and most international containerised cargoes are delivered by ships -- the largest vehicles ever built. "Energy resources offshore are being explored because each of us petroleum consumers is demanding more," Corbett says. The website also may help us decide how to reduce risks of future oil spills. "Drilling this exploratory well by the Deepwater Horizon was an extremely high-risk proposition," Corbett says, according to a Delaware release.

"At \$75 per barrel of crude oil, the oil spilled would have been worth about \$90 million in terms of spill oil value if extracted for refining. Some experts are now estimating damages from the spill to exceed \$10 billion. That's a potential 100 to 1 loss, given the spill damage-to-value ratio." **Source : IndiaTimes**

See also : BP spills coffee at <http://www.youtube.com/watch?v=2AAa0gd7CIM>



The **SAFE CONCORDIA** arrived in Caracas bay (Curacao), the planning is that the floating hotel with accommodation for 376 persons (beside the ships crew) will stay in Caracas Bay for the next 6 months

Photo : Pim Korver FILM+VIDEO ©

Lower surplus of supertankers in Persian Gulf

Demand from Chinese oil firms 88% above their weekly average

A surplus of supertankers competing to haul two million-barrel cargoes of Middle East crude oil shrank over the past week on stronger Chinese ship demand.

There are 5 per cent more very large crude carriers for hire in the Persian Gulf over the next 30 days than there are cargoes that need shipping, according to the median estimate of three shipbrokers, one freight-derivatives broker and one owner surveyed by Bloomberg News on Tuesday.

A week ago, the excess was 9 per cent. Chinese oil companies hired a dozen very large crude carriers to load at Persian Gulf ports last week, according to records of shipping agreements on the website of Clarkson Research Services Ltd, a unit of the world's biggest shipbroker.

That's 88 per cent above their weekly average of 6.4 so far this year. Charter rates for the vessels on the benchmark Saudi Arabia-to-Japan route fell 1.5 per cent to 88.78 Worldscale points on Tuesday, according to the London-based Baltic Exchange.

Last week, they climbed 29 per cent, the most since January. Daily returns from the voyage were little changed on Tuesday at US\$53,078. The Baltic Dirty Tanker Index, a measure of shipping costs on 17 crude-oil tanker routes, fell for a 12th session on Tuesday, its longest run of losses since February.

The gauge, which includes classes of smaller vessels as well as very large crude carriers, dropped 0.9 per cent to 890 points, the lowest level since March 9. Industry Exhibition Rates fell for 13 of the 17 routes tracked by the exchange.

Demand for all vessel types in the index slowed as a shipping exhibition in Greece this week attracts traders, charterers and shipbrokers from around the world, ICAP Shipping said in a report late on Monday.

Worldscale points are a percentage of a nominal rate, or flat rate, for more than 320,000 specific routes. Flat rates for every voyage, quoted in US dollars a ton, are revised annually by the Worldscale Association in London to reflect changing fuel costs, port tariffs and exchange rates.

Each flat rate assessment gives owners and oil companies a starting point for negotiating hire rates without having to calculate the value of each deal from scratch. Daily returns from suezmax tankers that haul one million-barrel cargoes climbed 0.1 per cent to US\$32,596.

Returns from aframax gained 0.1 per cent to US\$11,820 a day. **Source : Bloomberg**

Small is the new BIG: High hopes for Posidonia 2010 minnows

With a population of just over 12,000 the Polynesian island nation of Tuvalu is the world's second least populated sovereign nation and some four thousand short of the number of people who will visit this year's Posidonia 2010, the world's most prestigious shipping event, where the Pacific Ocean island is one of the participating 87 countries. But instead of being awestruck by the stand and pavilion size of some of his neighbouring exhibitors, S S Tan, a consultant of Tuvalu Ship Registry believes that he is at the right time and the right place to showcase the quality of the flag following its opening to foreign ownership just over six years ago.

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The state which in the local language means 'the cluster of eight islands', is aggressively promoting its ship registry services to the international maritime community during Posidonia's 22nd edition currently being held at the Hellenikon Exhibition Centre in Athens' waterfront. Tuvalu is one of the world's four smallest nations present in this year's shipping showpiece, together with St Kitts & Nevis in the East Caribbean, the Micronesia Republic of the Marshall Islands and the Central American state of Belize. What they lack in size they have in ambition as all four miniature

states are actively investing in expanding their ship registries, both in terms of flag volumes as well as in their offering. St Kitts & Nevis has just launched its yacht registration department in its effort to expand to a new vessel category and complement its existing portfolio of 1,000 ships of different types from Greece, Russia, the UAE, India and Singapore.

Happy days at the FOS booth at the Posidonia

Kyriakos on the left and **Pappas** in the middle between the **Five Ocean girls**

Photo : Mark Celenk Swire Salvage ©

And Marshall Islands continue to be one of the world's leading ship registries ranking third behind Panama and Liberia with

a vast client list dominated by Greek and US owners. The nation of 60,000 residents is made up of atolls and islands scattered just north of the Equator and has been a loyal Posidonia exhibitor since 2000. According to Jack Enright, Executive Vice President Vessel Administration, his organization has already held talks at Posidonia 2010 with a Turkish shipping magnate for a deal encompassing four vessels that he hopes to conclude during the event. "Posidonia has always been a door opener for the Marshall Islands and we hope that by forging stronger relations with the global shipping community we will enhance our portfolio which currently stands at 2,100 vessels with a combined capacity of 57.6 million gross tons. The registry also announced that it will soon launch offices in Istanbul as part of its international network expansion strategy.

Kissed by the turquoise tropical waters of the Caribbean and nestled between Mexico and Guatemala, Belize has one of the lowest population densities in the world, yet boasts a ship registry representing over 1,000 vessels of different types, from general cargo and bulk carriers to fishing fleets. During its eighth Posidonia outing, the country, which promotes its International Merchant Shipping Registry of Belize (IMMARBE) under the motto 'the friendly flag of quality', has built up an impressive network that helps it maintain a leading position in the sector.

"Posidonia has always been at the top of our agenda as a forum where we can meet and network with potential and existing customers and our participation every two years is considered a must as we try to open new markets for IMMARBE in Europe and Asia," said Annette Garel, Deputy Registrar & Head of Registration Department. A total of 29 vessel registration organizations from 18 countries are exhibiting in this year's Posidonia. Posidonia 2010 is sponsored by the Ministry of Economy, Competitiveness and Shipping, the Municipality of Piraeus, the Hellenic Chamber of Shipping, the Union of Greek Shipowners, the Greek Shipping Co-operation Committee, the Hellenic Shortsea Shipowners Association, the Association of Greek Passenger Shipping Companies and the Union of Marine Enterprises.

Source: Posidonia Exhibitions



Hanjin says container arrests not due to financial status

Hanjin Shipping says arrest of 5,900 of its containers Sumitomo Mitsui Banking Corporation (SMBC) is a commercial dispute and does not relate to the company's financial status. SMBC filed in the US earlier this week to seize 5,900 containers leased to Hanjin by Unitas. Hanjin Shipping said it leased the containers from Unitas for eight years from 2001 to 2009, with a balloon payment at the end of the contract as part of the 32nd installment to purchase the boxes. SMBC financed the production of the containers for Unitas given the mortgage rights. "However, when Hanjin Shipping intended to make the balloon payment upon the 32nd installment, Unitas argued that the balloon payment was only part of the lease payment and that they were not obliged to give the ownership to Hanjin Shipping," the South Korean company said. "Unitas argued that if Hanjin Shipping wanted to purchase the containers, Hanjin Shipping needed to pay the balloon payment once more, which is against contract." The payment between SMBC and Unitas was defaulted leading to the bank seizing the containers. "This matter has nothing to do with Hanjin Shipping's financial status; it is a contractual dispute between Hanjin Shipping, Unitas and SMBC," Hanjin Shipping said. **Source :** **Seatrade Asia**



The **NOVAYA ZEMLYA** seen passing Spijkenisse – **Photo : Lia Mets**

Foreign ship owners want to increase scholars in Bataan school

EUROPEAN and Japanese ship owners want to further increase the number of their scholars at a maritime school in Bataan to meet future demand for crew officers onboard oceangoing vessels, but spaces currently are limited. Eduardo Ma. R. Santos, president of the Maritime Academy of Asia and the Pacific (MAAP), said the International Mariners

Management Association of Japan (IMMA-J) and the International Maritime Employers Committee Ltd. (Imec) want to increase the number of their scholars to about 1,000 each to meet future demands for new seafarers.

"The ship deliveries were held up in the past. Now, they are getting them back again," Santos said. "The shipping industry is cyclical. What they do is that when there is an increase in cargo business, ship owners rush to hire more seafarers. During business slowdown, many seafarers are on vacation. But now, they want to maintain a pool of competent people."

Santos said both associations of ship owners, particularly Imec, are willing to spend more and further expand the campus to enable it to accept more cadets. Currently, Imec has about 430 scholars and the group gets 200 cadets every year. During the previous years, Imec only took just 30 students annually. Japanese ship owners are more aggressive and last year gave funding to have its dedicated building inside the MAAP campus.

Santos said Japan currently has 894 cadets, but the figure would easily reach the 1,000 target by 2012. Robert Goodall, Imec chairman, said the group wanted to also increase the number of scholars to 1,000 by 2016. He said their original target is to have it by 2012, but MAAP is not ready for it as the school should also construct dormitories for every additional student that it will accommodate. All MAAP students live inside the campus during the entire school year. "We wanted to increase the number of new cadets by 50 percent by next year and lower the increase the following year until we get the ideal size of 1,000 in 2016," he said.

Goodall said they are willing to fund the needed facilities like refurbishing the building to accommodate more students. Both Imec and Imma-J spend about \$300 per scholar a month. About 70 percent of crew onboard Japanese-flagged fleet are Filipino seafarers, while Imec employs about 66,000 Filipino seafarers, the single biggest nationality among its fleet. The tuition and allowances of MAAP students are all being paid for by shipping firms, after which cadets can immediately work in the companies once they finish their four- to five-year course on either Bachelor of Science in (BS) Maritime Transportation or BS Marine Engineering or a hybrid of both. **Source: Business Mirror**



North Korea denies sinking South ship in letter to U.N.

North Korea has sent a letter to the U.N. Security Council rejecting accusations from South Korea that it was behind the sinking of one of its neighbor's navy ships, saying it was the victim of a U.S.-led conspiracy. The letter, addressed to the U.N. Security Council president from the North's permanent representative to the body, followed the filing of a complaint by the South last week demanding action by the international community to deter further aggression.

A team of international investigators led by South Korea's military said in May that a North Korean submarine torpedoed the corvette **Cheonan** on March 26, snapping the vessel in half in a blast and killing 46 sailors. North Korea, through its official media, has already rejected the charge, saying it was a ploy by the South's President Lee Myung-bak aimed at political gains for his conservative government. "With time it is becoming clearer through military and scientific analysis that the 'investigation findings' by the U.S. and the South, which had been from their announcement subject to doubts and criticism, is nothing more than a conspiracy aimed at achieving U.S. political and military goals," said the letter, signed by the North's permanent representative to the U.N. Sin Son-ho and carried by

the official KCNA news agency. "If the Security Council goes ahead with discussions on the 'investigation findings' ... no one will be able to guarantee there won't be grave consequences to peace and stability on the Korean peninsula." North Korea has driven tensions to new heights in recent weeks by threatening war if Seoul imposes sanctions. The mounting antagonism between the two Koreas has unnerved investors, worried about armed conflict breaking out in the region.



Many analysts say neither side is ready to go to war, but see the possibility of more skirmishes in a disputed sea border off the west coast or along their heavily armed border. Despite the tense confrontation, the South said on Wednesday it had approved the shipments of baby formula for North Korean infants as a rare exception to the ban on trade, travel and movement of goods across their border. The United States, the South's biggest ally, said Seoul may not seek a full Security Council resolution because of rising tensions after the sinking of the **Cheonan**. Seoul said it would hold discussions with its allies to ensure action was taken. Western diplomats say China, North Korea only real ally, will not tolerate new sanctions, while Seoul appears determined to have the council at least agree on some form of rebuke. **Source: reuters.com**

UK to double rig inspections in North Sea after BP oil leak

British officials said on Tuesday they would double the number of inspections carried out at oil rigs in the North Sea following the disastrous leak at a BP-operated installation in the Gulf of Mexico.

Britain's Department of Energy said the average number of annual environmental checks aboard the country's 24-odd drilling rigs would rise from eight to 16, and said it was hiring three extra inspectors to help pursue the more aggressive programme. The department did not provide details of the inspections, but said they involved visits to each rig.

Energy Secretary Chris Huhne said that while he believed the measures governing the nation's offshore energy industry were robust, the catastrophic leak and its aftermath had given the government 'pause for thought'. Tens of millions of gallons of oil have already poured into the Gulf of Mexico after a deadly blast at the Deepwater Horizon rig on April 20 turned its well into an oil geyser, staining beaches and costing hundreds of millions of dollars.

London-based energy company BP Plc has repeatedly failed to plug the well over the past month and a half, although a cap recently installed above the gusher has started siphoning off at least some of the spill. BP also operates a large network of platforms, pipelines, and terminals up and down the North Sea, where oil and gas exploration began in the 1960s. With new energy exploration beginning in deep waters off the Scottish archipelago of Shetland, Mr Huhne said there was 'every reason to increase our vigilance'. He also promised the creation of a new oil industry group to report on Britain's ability to prevent and respond to a potential spill. **Source: business-times.com.sg**

Grote reddingsoefening voor leerlingen Visserijschool Katwijk



Voor de Katwijkse kust werd op woensdag 9 juni een oefening gehouden voor leerlingen van de **Katwijkse Visserijschool**. Dit alles in samenwerking met de **Koninklijke Nederlandse Redding Maatschappij**, **Katwijkse Reddings Brigade** en de **Offshore Search and Rescue** helikopter van **Nogepa**.

De leerlingen van de visserijschool van het **Scheepvaart- en Transportcollege** hebben op uitstekende wijze een basic safety training gevolgd (overleven op zee). Deze training is een onderdeel van het lesprogramma. Op zee werden de studenten vanaf de reddingboot **De Redder** door de SAR helikopter omhoog getakeld. Ook werden er in teamverband diverse noodprocedures getraind en werd er geoefend op het protocollair

binnenhalen van drenkelingen op **De Redder**. Ook een tweetal patrouilleboten van de Katwijkse Reddings Brigade verleenden hun bijdrage aan deze oefening. **Photo's : Arie van Dijk (c)**



De SAR helikopter is sinds februari 2004 in dienst van de olieproducenten en staat gestationeerd op vliegbasis **De Kooy** in Den Helder. De helikopter wordt primair ingezet ten behoeve van de offshore. Het Kustwachtcentrum in Den Helder zal ook voor overige SAR-incidenten een beroep doen op deze helikopter die een capaciteit heeft voor maar liefst 22 personen. Op woensdag 16 juni staat een soortgelijke oefening gepland.



Above seen the **STEVE IRWIN** formerly the Scottish Fishery Protection ship **FPV WESTRA** leaving the Grand Harbour, Malta on Tuesday 8th June 2010. Like Sea Shepherd's former vessel, the **FARLEY MOWAT**, **Steve Irwin** has had issues with her registration. In January 2007, the ship was struck from the British Ship Register after a Japanese request. Ironically enough the type of ship by the local Malta authorities was listed as a yacht.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com (c)

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Above seen the **President Hubert** with the **H-122** loaded with project equipment, departing from Vlissingen to Heerema's MSB in Port Amboim.

Photo : Paul van den Berg (c)

NAVY NEWS

'Kustwacht heeft in 2009 uitstekend werk verricht'

Uit het jaarverslag blijkt dat de Kustwacht voor de Nederlandse Antillen en Aruba (KWNA&A) in 2009 'haar operationele taken op doeltreffende wijze heeft uitgevoerd en de operationele doelstellingen vrijwel volledig heeft verwezenlijkt, zowel voor de vliegende als varende eenheden'. Dit schrijft Defensie-minister Eimert van Middelkoop (ChristenUnie) in de brief waarin hij het jaarverslag, mede namens de staatssecretaris van Koninkrijksrelaties Ank Bijleveld-Schouten (CDA) aanbiedt aan de Tweede Kamer.

"De goede samenwerking met de partners binnen het Koninkrijk en daar buiten, de hoge materiële gereedheid, de sterke informatiepositie en een gedegen personeelsbeleid vormden hiervoor de basis. De inwerkingtreding van de Rijkswet Kustwacht heeft de positie van de kustwacht in de rechtshandavingsekten versterkt." Op 1 mei 2009 is de Rijkswet voor de Kustwacht Nederlandse Antillen en Aruba van kracht geworden. Met de Rijkswet heeft het kustwachtpersoneel ruimere strafvorderlijke bevoegdheden gekregen ten behoeve van de rechtshandaving en kan zij beschikken over een zelfstandige geweldsinstructie.

In 2009 werd 1172 kilo drugs onderschept bij tien acties. Het ging om 997 kilo cocaïne, 1 kilo heroïne en 174 kilo marihuana. In 2008 was het totaal 2072 kilo. Er werden vijf vuurwapens en bijbehorende munitie onderschept. In 2008 waren dit er twee.

Er zijn in 2009 52 illegalen aangehouden bij zes acties (10 in 2008). Het grootste deel (34) is onderschept nabij St. Maarten en het resterend deel nabij Curaçao en Aruba. De illegale immigratie op de Benedenwinden komt in het algemeen vanuit Zuid-Amerika. De illegale immigratie op de Bovenwindse Eilanden komt overwegend uit Haïti. In kader van het scheepvaarttoezicht zijn er bij 156 overtredingen proces-verbaal opgemaakt (in 2008 127). Het grootste deel van de overtredingen betrof administratieve onvolkomenheden, zoals het niet hebben van benodigde vaardocumenten en vergunningen. Daarnaast is opgetreden tegen overtredingen als het varen onder invloed, te snel of roekeloos varen.

Bij twee milieudelicten is proces-verbaal opgemaakt (geen in 2008). De kustwacht signaleerde enkele malen verontreinigingen van het oppervlaktewater. In de meeste gevallen betrof het olieverontreiniging waarbij de herkomst niet meer was te achterhalen en dus niet kon worden geverbaliseerd. In totaal zijn twee processen-verbaal opgemaakt voor illegale olielozing.

Er is proces-verbaal opgemaakt bij 19 gevallen van illegale visserij (20 in 2008). Dit betrof het niet kunnen overleggen van een visvergunning, de vangst van verboden vissoorten en visserij met verboden jachtmiddelen zoals speervisserij. Voor speervisserij zijn 14 processen-verbaal uitgeschreven. Extra toezicht wordt gegeven aan de Sababank, een ondiep broedgebied waar op eenvoudige wijze kan worden gevist. De kustwacht patrouilleert hier met regelmaat. In 2009 zijn hier geen overtredingen geconstateerd.

De kustwacht kwam 124 keer in actie bij reddingsoperaties en heeft daarbij in totaal 86 personen in veiligheid gebracht. De meest in het oog springende acties in 2009 betroffen de zoektocht naar de op Curaçao vermiste viceconsul van de Verenigde Staten, een helikoptercrash in het voorjaar en twee vliegtuigcrashes in zee in het najaar (waarbij één gecrasht vliegtuig tevens een drugscape bleek). Het aantal Search and Rescue (SAR)-meldingen lag met 242 meldingen op hetzelfde niveau als voorgaande jaren. Op 124 meldingen is actie genomen door het Redding en Coördinatie Centrum (RCC) van de kustwacht en bij 46 reddingsacties heeft de kustwacht daadwerkelijk assistentie verleend. Samen met de partners heeft de kustwacht 86 mensen gered. De partners zijn: Citizens Rescue Organisation Curaçao (Citro), Search and Rescue Foundation Aruba (Sarfa) en de Sea Rescue Foundation op St. Maarten (SRF).

Jaguar uit de running

"De cutters **Panter** en **Poema** hebben de doelstellingen gehaald. De cutter **Jaguar** kende een onderrealisatie door een onvoorzien vervangingstraject van de schroefassen. Door verhoogde inzet van de overige cutters, kleine vaartuigen en defensiemiddelen (**Hr.Ms. Pelikaan**) is het verlies aan operationele capaciteit relatief beperkt gebleven."

De beschikbaarheid van het walradarsysteem van de Benedenwinden is, net als in voorgaande jaren, goed. De walradars zijn vrijwel continu actief geweest. De geplande vliegreizen met het **Dash-8** maritieme patrouillevliegtuig en de **AS-355** zijn volledig gerealiseerd. De modificatie van de kleine vaartuigen, de Super-Rhib's, is volgens planning verlopen en heeft geleid tot een verhoogde operationele inzetbaarheid. Dit traject wordt in het voorjaar van 2010 afgerond." **Bron : Amigoe**

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Odense Steel Shipyard sells Lithuanian subsidiaries

Odense Steel Shipyard in Denmark has entered into an agreement on the sale of its Lithuanian subsidiaries, AB "Baltijos" LAIVŲ STATYKLA and UAB "Baltic Engineering Centre" (Baltija Shipyard and BEC), to BLRT Grupp AS.

Odense Steel Shipyard is disposing of their subsidiaries as a consequence of the decision from August 2009 to close their shipbuilding activities.

"We are very pleased with this sale to BLRT, which is highly regarded in the business community and we are certain the company will be a good owner for the future development of Baltija and BEC. We are also pleased that yet another step in our strategy of discontinuing our shipbuilding activities with the least impact to our sub-contractors and local communities has succeeded," says Peter Jann Nielsen, managing director of Odense Steel Shipyard.

"The Odense Steel Shipyard has been our long-term partner for more than 15 years. We are happy that the new capacities enlarge BLRT's technical and logistical levels in developing shipbuilding in Lithuania and Estonia at the highest level," says Fjodor Berman, CEO of BLRT Grupp.

Since Odense Steel Shipyard took over the Baltija Shipyard in 1997, significant investments in technology and streamlining of the production capacity have been made and the successful sale is a testament to skill of the employees and the high efficiency at the yard. Today, Baltija Shipyard and BEC employs approximately 1,200 staff, and has among others supplied deck houses and steel sections to Lindø Shipyard and other European yard groups, as well as building complete hulls and tugs. It is the intention of the new owner that Baltija Shipyard and BEC will enter into a co-operation with the other companies in the BLRT Grupp.

Lindø Shipyard's orders at Baltija Shipyard will be delivered according to the original plan. The transaction will be covered by Lithuanian competition law and is conditional on obtaining approval by the relevant authorities. The transaction is expected to be completed by the end of September 2010. The parties do not wish to disclose the sales price. **Source : The Motorship**

Samsung Heavy wins \$340 mln ship order from Greece

Samsung Heavy Industries Co Ltd, the world's No.3 shipbuilder, said on Thursday that it has won a \$340 million order from Greece to build five oil tankers. Samsung said in a statement the deal would bring total orders won this year to \$3.3 billion, more than double the \$1.4 billion recorded a year earlier. **Source: reuters**

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ITC's **BOULDER** conducted bollard pull tests in Rotterdam-Caland canal - **Photo : Frits Janse (c)**

Vopak breidt uit in China

Tankopslagbedrijf Vopak gaat samen met de Chinese Tianjin Bohai Chemical Industry Group (Bohai) een opslagterminal voor vloeibare bulkproducten bouwen in de stad Tianjin. Ook bouwt Vopak met Bohai en de haven van Tianjin twee aanlegsteigers. Dat heeft het bedrijf donderdag bekendgemaakt zonder financiële details over de

overeenkomst te melden. Vopak en Bohai krijgen gelijkwaardige belangen in de terminal in de op twee na grootste stad van China. De terminal krijgt in eerste instantie een capaciteit van 95.300 kubieke meter met uitbereidingsmogelijkheden tot 380.000 kubieke meter. Vopak heeft al twee terminals in Tianjin. Vopak en Bohai krijgen daarnaast beide een belang van 30 procent in een samenwerkingsverband voor de bouw en exploitatie van de aanlegsteigers. De haven van Tianjin krijgt de resterende 40 procent. Naar verwachting wordt de terminal in het derde kwartaal van 2011 in gebruik genomen.

Ezra strengthens foothold in African market

Ezra Holdings Limited has strengthened its foothold in the African market by bagging a new contract worth up to US\$80.0 million. The contract will see Ezra fabricate and deliver an offshore accommodation structure for an international offshore engineering and construction company.

The accommodation structure will be manufactured by the Group's fabrication and engineering services base in Vietnam. In January this year, the group first gained a firm foothold in the rapidly expanding African offshore O&G market through a maiden self-propelled jack-up contract won by its energy services unit, which forms an integral part of its new deepwater subsea services division.

Under this contract, Ezra will charter and operate the vessel, providing various offshore services to support an oil super major. **Source : Offshore Shipping Online**

Sovkomflot Plans \$280M Development for Sochi's Port



Sovkomflot's Sochi Grand Marina is to include a marina for 250 yachts, a four-star hotel with a convention center, a boardwalk and other construction. Above is a rendering of the concept.

State-owned shipping company Sovkomflot is getting into the real estate business, investing as much as 9 billion rubles (\$280 million) into the construction of a marina and coastal infrastructure in the port of Sochi, the company said Wednesday.

Sovkomflot's project includes a marina for 250 yachts, reconstruction of the historical terminal building, a four-star hotel with a convention center, a shopping center and an office building — a 2 billion ruble investment to be completed by March 2013.

Another five-star hotel, a boardwalk and a luxury apartment hotel is to be added by 2016. Construction on the first stage is expected to start in February. The shipper is looking for co-investors who can take over the noncore projects while it maintains control over the marina, said Konstantin Sakharov, head of Sochi Grand Marina, a company created by Sovkomflot to develop the project.

"This is not really our line of business," Sovkomflot deputy director Alexander Kurtynin said of the real estate developments. The future of the marina at the heart of the development would depend on whether the government

delivers on its pledge to construct a massive harbor that would protect the marina from Sochi's stormy sea. Construction has not yet begun on the harbor, which has to be completed in 2013.

The project is part of a vast reconstruction of the Port of Sochi that aims to boost passenger volume and add a cruise terminal, said Vladimir Derkunov, director of Port of Sochi, the Sovkomflot subsidiary that operates the port. The port expects to receive 160 to 180 cruise ships a year by 2020, he said. But before the wealthy rush to moor their own boats in Sochi, the port has some issues to work through. The popularity of the marina among yacht-owning Russians, many of whom keep their yachts in Turkey or Crimea, will depend on whether the rules governing the Abkhaz border are changed, said Artur Grokhovsky, an editor at Boats and Yachts magazine.

"Two weeks ago I went out to sea in Sochi, and it took six hours to get the permit. Border guards came to inspect the yacht," he said. In addition, the Sochi marina is likely to be comparatively expensive because of the cost of construction. The Black Sea coast is unique in that there are no natural bays that can be used to moor yachts, and frequent storms make extensive pier and breakwater infrastructure necessary, but since the harbor is so deep, such infrastructure is very expensive, Grokhovsky said. He estimated that one meter of a breakwater would cost at least 750 million to 800 million rubles. **Source : The Moscow Times**



Dockwise **ENTERPRISE** seen assisted by the **SMIT ZWEDEN** and **SMIT IERLAND** in Rotterdam
Photo : Nico Sannes (c)



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2000 Containers of Power Equipment Rot At Ports

Barely one month after the passing away of former President Umaru Musa Yar'Adua, investigations revealed that over 2000 containers that were imported into Nigeria under the late President are stuck at ports and bonded terminals across the country.

The containers held items such as transformers, meters, cables and sundry equipment for use to uplift electricity projects in the country under the National Integrated Power Project (NIPP). However, a top Bonded Terminal operator who chose to speak to Daily Champion on condition of anonymity said there were about 200 containers in his custody alone.

But the business mogul expressed hope saying "the decision by President Goodluck Jonathan to oversee power portfolio in the new government, was an indication of his While calling for immediate clearance of the containers, the operator noted that going for fresh award of contracts for same equipments would amount to financial recklessness against the country after all.

According to the source, "March, last year, the ministry summoned shipping companies and bonded terminal owners to accede to waivers as the importation of the NIPP equipments were special projects for the country".

He said that the worry was that the containers had since remained uncleared and attracting more demurrage and rent charges over the period. But a source privy to the importation claimed that the abandonment of the containers could be a result of non-payment to contractors by government which had resulted to abandoning the containers or refusing to take delivery and pay the necessary charges to port owners.

The source further expressed worry, saying "it was unfortunate that Customs officials who should protect such important importation were tampering with the containers and trying to auction them after labeling them "overtime cargo".

However, industry observers expressed optimism that with Jonathan now overseeing power portfolio, he would ensure that these goods which they say are of high quality, are not wasted, but cleared immediately at the ports and the equipments put to good use. **Source : AllAfrica**



The **TASMAN MERMAID** seen in Cape Town – **Photo : Ian Shiffman (c)**

CMA-CGM eyes Indonesian port project

French shipping giant CMA-CGM has expressed an interest in developing the hub port mega-project in Cilamaya, Karawang, West Java, according to Bisnis Indonesia. President director of state port operator Pelindo II Richard Jose

Lino revealed that the largest container operator from France was enthusiastic in building the hub port in Karawang, which is projected to replace Tanjung Priok port in the next 5-10 years. According to him, the interests of several global companies were triggered by Pelindo II's plan to build a new port with a capacity of 10 million TEUs of containers per annum with a size of 10,000 hectares.

Lino explained the involvement of global companies was part of the strategy to make the new port in Karawang into a transshipment hub following the direct call commitment from and to the port.

"We have to work together with global shipping companies to garner financial support and secure ship arrivals." Therefore, he said Pelindo II would hold a limited special tender for five global shipping companies to develop Karawang port. However, Lino declined to mention the names of the companies.

Lino hoped the government would issue a presidential decree to make Karawang port a special zone in a bid to make land acquisition process easier. He also asked all parties, including the Ministry of Transportation, to endorse the construction of Karawang port to become a hub port replacing Tanjung Priok. "If the government backs this plan, the port can be completed in five years." **Source: CargonewsAsia**



The Canadian icebreaker **Polar Prince** arrives in Halifax June 8. Built as the **Sir Humphrey Gilbert** for the Canadian government in 1959, it was extensively rebuilt in 1986 and reconditioned in 2009. It has been privately owned since 2001 and now sails for **GX Technoloy Canada Ltd** a seismic services provider. **Photo : Mac Mackay (c)**

Another port-related controversy erupts

Even as port officials are facing allegations of allowing five lakh tonnes of iron ore, which was seized by the forest authorities at Belekeri port when it was on its way to China, a new controversy has erupted.

The Uttara Kannada district administration banned the movement and storage of iron ore from May 15, till the end of the monsoon. The step was taken to protect roads and to prevent pollution of seawater. Though the port authorities declared that they would not allow shipment of iron ore from May 16, it was found that iron ore stored at the Belekeri port was stealthily brought to the Karwar port by barges for shipment. On Friday, rumours were rife that a barge capsized in the sea off Karwar beach. When contacted, Capt. Swami, port officer, said nothing had happened, and that a barge was only unloading cargo mid-sea. On Sunday, when presspersons visited Karwar port, they found that 2,000 tonnes of iron ore was brought from Belekeri Port in four barges and unloaded at Karwar port. The iron ore thus brought was stored inside the port premises using lorries. Capt. Swami said these barges were loaded at Belekeri port before May 30 and they failed to unload the ore into a vessel waiting mid-sea.

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Belekeri has no alongside loading facility and the ore has to be taken in barges and loaded in vessels mid-sea. As the cargo in the barges was not unloaded there because of weather conditions, there was the fear of them capsizing. So it was brought to Karwar, he said.

The Forests, and Mines and Geology departments had to issue a new permit for the movement of ore every time it was to be moved from one place to another. Asked if such a permit was issued in this case, Capt. Swami said he needed to "verify things".

Forests and Mines and Geology officials said they were not aware of any such movement of cargo.

A Mines and Geology official, on condition of anonymity, said this might be another ploy on the part of some powerful export lobbies to misguide the authorities. "In their documents, the ore is shown as exported, but it is sent to another port in India and exported again. By this, exporters can avail themselves of duty drawback facilities and also other tax benefits because they show the goods as exported without actually exporting it. Such a tendency should be stopped and port officials and exporters responsible for this should be penalised," the official said.

Deputy Commissioner of Uttara Kannada K. Amaranarayana has sought details from the port authorities in this regard. Ports Minister J. Krishna Palemar is scheduled to visit Karwar on Tuesday. **Source : The Hindu**

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HAL's **WESTERDAM** arrived in Cape Town June 8 with a full load of passengers who are visiting South Africa to attend the **Fifa World Cup 2010**. After spending a few days in port, **WESTERDAM** will head for Walvis Bay in Namibia where she will be laid up for a month. **WESTERDAM** returns to Cape Town after the World Cup and embarks passengers for the trip to Rotterdam.

Photo : Glenn Kasner (c)

Port of Rotterdam makes extra space for larger ships

ECT, EMO and the Port of Rotterdam Authority have made agreements for the further development of their commercial activities on the existing Maasvlakte. At the beginning of 2011, a start will be made on widening the Amazonehaven. At the same time, EMO will relocate some of its operations to the Hartelstrook on the southern side of the Mississippihaven.



A loaded **AP MOLLER** seen in Rotterdam – **Photo : Rik van Marle (c)**

According to Port Authority CEO Hans Smits, these two projects are in line with the Port's policy to make optimum use of the space in the existing port area. The Amazonehaven will be widened from 255 to 305 metres to accommodate the increasingly large container vessels that dock at the ECT terminal. When widened, the very largest container ships will have problem-free access to the Amazonehaven, whatever the circumstances. The Port Authority will invest approximately €175 million in this project. To facilitate the widening of the Amazonehaven and in connection with the establishment of the Electrabel power plant, EMO has given up 23 hectares of the existing terminal. At the same time, EMO foresees an increase in throughput as a result of the arrival of Electrabel and the use of biomass as an additional source of fuel by coal-fired power plants.

EMO is therefore taking over an 11.5 hectare site on the Hartelstrook in the Mississippihaven, bordering the Steinweg terminal. EMO also has an option on an adjacent 12 hectare site on the Hartelstrook. If EMO also puts that land to use, the company's site will be returned to its former size. The new EMO terminal will have a rail link. The effects of this new EMO facility on noise levels, air quality (fine dust and NOx) and the natural world have been studied and are within the legal limits. The results of the research are being translated into the design of the new terminal. EMO will take measures to restrict the burden on the environment to a minimum. The licensing procedures for the establishment of EMO on the Hartelstrook are to start shortly.

The option on the location on deep water on the Hartelstrook where EMO is now to set up business was previously granted to the Van Uden Group BV. This company returned the option because Van Uden is to concentrate, among other things, on the sector of smaller handysize bulk carriers at the existing terminal on the Merwehaven, and on inland activities such as those in Moerdijk, Alphen aan de Rijn and Haaften/Zaltbommel. **Source: Eye For Transport**

Georgia to start construction of a new Black Sea port in Supsa in July 2010

In July, Georgia will start works on construction of a new Black Sea port in Supsa, director of the Black Sea Product Ltd (BSP), owner of the port, Shalva Tsakadze said in Baku. "All the preliminary works have been completed, and in particular, repurchase of land and design works, and next month we will begin the construction works," Tsakadze said.

Source: worldmaritimeneews

Djakarta Lloyd faces liquidation

Indonesian state-owned shipping firm Djakarta Lloyd could face liquidation. Djakarta Lloyd is one of eight Indonesian state-owned firms that has been placed under "special care" due to their worsening financial condition. Mustafa Abubakar Indonesian Minister of State Owned Enterprises said it would evaluate small companies such as Djakarta Lloyd to see if they are worth restructuring. "If after in-depth review, and if deemed not necessary then we will liquidate them," he said. Source : Seatrade Asia

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Genco Shipping & Trading Limited Announces Agreement to Acquire Five Handysize Vessels

Genco Shipping & Trading Limited announced that it has agreed to acquire five 35,000 dwt Handysize vessels, including three newbuildings, from companies within the Metrostar group of companies for an aggregate purchase price of approximately \$166.3 million. The acquisition is subject to the completion of customary documentation and closing conditions. The five vessels are expected to be delivered to Genco between July 2010 and September 2011. Four of the five vessels are secured on long term time charters, each of which includes a minimum and maximum base rate as well as a profit-sharing component, with Cargill International S.A. The remaining vessel is secured on a spot market-related time charter with Cargill International S.A. at a rate based on 115% of the average of the daily rates of the Baltic Handysize Index (BHSI), an index published by The Baltic Exchange. Technical management of all five vessels will be maintained by Metrostar Management and overseen by Genco. Upon completion of the acquisition, Genco's fleet will consist of 40 drybulk vessels with a total carrying capacity of approximately 3,078,000 dwt and an average age of approximately 7.1 years.

Genco plans to acquire the vessels with cash on hand and may also utilize commercial bank financing to fund the acquisition. Robert Gerald Buchanan, President, commented, "We are pleased to expand Genco's position as an industry bellwether with the acquisition of five high-quality Handysize vessels. This acquisition will further enhance the

Company's commercial prospects and strengthen Genco's leading brand as an operator of modern tonnage. Consistent with our goal to provide shareholders with both sizeable contracted revenues and the ability to benefit from future rate increases, four vessels are locked away on favorable time charters while another is secured on a spot market-related time charter. In maintaining our commitment to build a fleet comprised of first-in-class vessels, we remain well positioned to deliver service that adheres to the highest industry standards for our top international customers." John C. Wobensmith, Chief Financial Officer, commented, "Drawing upon management's consolidation expertise, Genco has once again capitalized on an attractive opportunity to expand its modern, high-quality fleet. With this acquisition, which meets our strict return requirements related to earnings and cash flow accretion as well as return on capital hurdles, we expect to increase the Company's future earnings power. We have the ability to utilize our strong cash balance to fully fund this transaction and intend to explore new bank financing to enhance our financial flexibility. As we continue to execute our growth strategy, we remain intensely focused on creating significant short-term and long-term value for our shareholders."

Genco Shipping & Trading Limited transports iron ore, coal, grain, steel products and other drybulk cargoes along worldwide shipping routes. Genco currently owns a fleet of 35 drybulk vessels, consisting of nine Capesize, eight Panamax, four Supramax, six Handymax and eight Handysize vessels, with an aggregate carrying capacity of approximately 2,903,000 dwt. After the expected delivery of the five Metrostar vessels that Genco has agreed to acquire, Genco will own a fleet of 40 drybulk vessels, consisting of nine Capesize, eight Panamax, four Supramax, six Handymax, and thirteen Handysize vessels with a total carrying capacity of approximately 3,078,000 dwt. In addition, after the delivery of four vessels expected in the third and fourth quarters of 2010, our subsidiary Baltic Trading Limited will own a fleet of nine drybulk vessels, consisting of two Capesize, four Supramax and three Handysize vessels with an aggregate carrying capacity of approximately 671,000 dwt. References to Genco's vessels and fleet in this press release exclude vessels owned by Baltic Trading Limited. **Source: Genco Shipping & Trading Limited**



Above seen Seatrade's **Condor Bay** making its way up the St. Croix River and is just passing St. Croix Island, just behind the vessel. The ship is was heading to Kloosterboer Bayside terminal for loading in New Brunswick, Canada.

Photo : Robert Garelli - Seatrade USA (c)

COSCO boosts Japan and Singapore presence

COSCO International announced that its wholly-owned subsidiary, Yuantong Marine Service Co. Limited (Yuantong) has expanded its supply of marine equipment and spare parts business overseas through acquiring a company in Singapore and setting up a new company in Japan, writes Transport Weekly.

Yuantong entered into a share transfer agreement on 31st May 2010 to acquire 100% of the issued share capital of a company namely Xing Yuan (Singapore) Pte. Ltd. (Xing Yuan) to expand its supply of marine equipment and spare

parts business in Singapore. The total consideration of the acquisition is S\$850,000 (equivalent to approximately HK\$4,814,655).

Upon completion of the acquisition, the Company shall hold 100% of the issued share capital in Xing Yuan. Together with the incorporation of a new company named Shin Chung Lin Corporation in Japan earlier, COSCO International has successfully set up new footholds in Singapore, one of the global shipping hubs, and Japan, one of the world's largest marine equipment manufacturing countries. **Source : Seatrade Asia**

OLDIE – FROM THE SHOEBOX



June 21st 1970 the m.v. **JOHANNA BUITELAAR** (ex **IJstroom** of H.S.M., blt 1950) seen arriving in Scheveningen with a load of live stock on board from Boston U.K. The vessel was assisted by the local tugboat "**TRIP**" to pass from sea, into the 1st Innerharbour and through a narrow canal into the 2nd Innerharbour.

In the foreground the 1914 built instruction ship of the **Nautical College Scheveningen** (fishing dept.), "**Zeearend**", formerly **VL 92** and **SCH 14**. She is now museumship "**Balder**".

Photo : Capt. Frank Haalmeijer ©

.... PHOTO OF THE DAY



The Katwijk based KNRM Lifeboat **DE REDDER** seen action during a SAR exercise in combination with the Fisheries school from Katwijk

Photo : Arie van Dijk ©

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