

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 253



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Fairstar's FJORD seen enroute Halfdan Field (Denmark) - Photo : Flying Focus (c)

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Pirates seize ship with Georgian, Turkish crew off Somalia

Pirates on Wednesday hijacked a Malta-flagged cargo ship carrying a crew of 15 Georgians and three Turks in the Gulf of Aden off Somalia, the European Union's anti-piracy mission said. A US warship deployed a helicopter to check on the ship after several unsuccessful attempts to make contact with the **Olib G**, a 6,375-tonne vessel, the EU mission said in a statement. "The helicopter was able to identify two pirates on board," the EU Naval Force Somalia (EU NAVFOR) said. The ship had been sailing west in the internationally recommended transit corridor, an area where international navies coordinate the patrol of maritime transits, the statement said. Lieutenant Colonel Per Klingvall, an EU NAVFOR spokesman, said the vessel was heading south towards Somalia's northern coast. The EU mission is tracking the ship by radar, he said. It was impossible to ascertain the condition of the crew or whether more pirates were on board, Klingvall said.

"We can't tell because we can't establish contact with the ship," he told AFP. "There might be more pirates. We can't see inside the bridge." Foreign naval powers have deployed dozens of warships since 2008 in a bid to secure the Gulf, a crucial maritime route leading to the Suez Canal through which tens of thousands of merchant vessels transit each year. But pirates have gradually extended their area of operations, seizing ships as far east as the Maldives' territorial waters and as far south as the Canal of Mozambique.

Naval missions have boasted success in curbing pirate attacks but the number of hijacked ships and detained sailors remains at one of its highest levels since Somali piracy surged in 2007. Unofficial figures show 2009 was the most prolific year yet for Somali pirates, with more than 200 attacks - including 68 successful hijackings - and ransoms believed to exceed \$50 million.

At least 23 foreign vessels with more than 411 crew members are still held by pirates, an organisation monitoring piracy, Ecoterra International, said in its latest report on August 31. **Source : The Jordan Times**

HALFDAN D TOPSITE INSTALLED BY THIALF



Heerema's **THIALF** lifted the 9600 ton in weight, **HALFDAN D** topsite from the **FJORD** as can be seen above
Photo's : crew AHT Taurus (c)



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Boven : het succesvolle **SMIT Sloep roei team**. (eerste in haar klasse geworden tijdens de maasrace op 4 september in Rotterdam) **Photo : Willem Dijkshoorn ©**

Dry bulk market is looking to increase gains on October iron ore contracts

The "success" story that the dry bulk market has been displaying during the past couple of weeks is being materialized as we head towards another "winning" week for the industry's main benchmark, the Baltic Dry Index (BDI). The index posted yet another rising session yesterday, ending up by 57 points to 2975, looking ready to cross the 3,000 point mark for the first time since June, when the market was experiencing a free fall. Once again the "star" of the day was the capesize segment of the market, with the capesize index rising by 123 point to 4024, while daily average earnings are now over \$40,000, against a mere \$10,000 less than two months ago.

In its latest weekly report, shipbroker Fearnley's said that "the Baltic Capesize index has increased from 3516 to 4024 though the past week. The average time charter rates have increased from usd 34488 to 40904 in the same period. We can definitely say that the index has been lagging and is under what is being physically being concluded. The recent rally in the market can be described as re-let driven, and when it became apparent that there were few ballasters towards Brazil, the operators began to react and secure what they could of tonnage. The fact that Vale came in and picked up the very early units has compounded the situation and freight rates in the Atlantic, both for front haul and transatlantic routes, are still firming. On the period front, operators have swept the market and absorbed the available period candidates at premium levels".

In a separate update on Chinese iron ore demand, Jeffrey Landsberg, analyst with Commodore Research & Consultancy said that "reports have been surfacing of a government push to reduce power allocation to heavy polluting Chinese industries. Steel mills, in particular, have been targeted - with reports suggesting that many mills

will be forced to cut production. We'd like to point out that current iron ore demand remains very strong. 19 Chinese iron ore fixtures have already been reported this week - this week's total Chinese iron ore fixtures are very likely to exceed the trailing four week average of 21 fixtures. While it is certainly possible that Chinese steel production may be poised to come under pressure soon, spot Chinese iron ore demand has yet to decline. If anything, Chinese iron ore demand is showing signs of strength this week, which has been responsible for this week's increase in capesize freight rates" said Landsberg.

Meanwhile, Omar Nokta, head of research at Dahlman Rose & Co, said in a note, quoted by Reuters that "with capesize fixtures for October-load expected to commence in the coming days, we expect increased demand and higher freight rates associated with the new (Q4 iron ore) price." In a separate quote from the news agency, Derek Langston, a director with SSY Consultancy and Research mentioned that the market last week and this week to some extent is a reflection of improved sentiment as the fourth quarter approaches. He also said that "we have a situation where steel prices are rising and the prospect very soon of lower contract prices for both iron ore and coking coal." As for the Panamax market, Fearnley's said that "a positive trend was seen during this week, with rates climbing steadily. Especially period requirements were a hot topic, and 2 years fixed at 23250 del Far East, for then to be relet at 28250 for 5/7 months. In the Atlantic the TA's fixed in the 29/30k region, up usd 5000 from last week, same jump were seen for fronthaul, fixing in the usd 35/36k levels. In the Pacific, LME's fixing usd 26/27k, up usd 3/4000 from last week. Backhauls were more or less stable at usd 14000". Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



Survey boat **GEO SOLUTION** seen launched from the TSHD **VOX MAXIMA** after installing a new propeller shaft.

Photo : Crew Vox Máxima (c)

UK industry declines all North Sea drilling ban

Britain's leading oil industry association says it is unnecessary to impose a moratorium on drilling in the North Sea until the Gulf of Mexico spill is fully investigated. Malcolm Webb, the chief executive of Oil and Gas UK, told lawmakers on Tuesday that differences between U.S. and British regulation of deepwater drilling means "there's no case for a moratorium." Webb says that other countries could learn from British regulation, which is less prescriptive than in the

United States but places the onus on operators to put in place procedures necessary to ensure safety. Webb is giving evidence to a cross-party committee of lawmakers that is looking into the implications of the Gulf of Mexico spill for drilling operations in the North Sea. **Source: Associated Press**

Maersk Line Switches Fuel for Cleaner Air in Asia

Maersk Line officially announced that the company will commence using low-sulphur fuel in their engines while at berth in Hong Kong, thereby kicking off the first voluntary fuel switch scheme in Asia.

"By switching from bunker to cleaner fuel at berth, we significantly reduce emissions of sulphur to the air," said Tim Smith, Chief Executive of Maersk Line's North Asia Region. Maersk Line makes around 850 port calls in Hong Kong every year. Switching from bunker fuel, which is used at high sea, to low-sulphur fuel will reduce Maersk Line's emissions of unhealthy sulphur oxides (SOx) and particles by at least 80%. The Hong Kong initiative will come at an added cost of \$1m annually to Maersk Line. Based on experiences from California, Houston and elsewhere Maersk Line and other liner shipping companies were ready to act fast when the Civic Exchange, a local business NGO, and Hong Kong's environmental authorities explored the possibility of a local fuel switch.

Right : The **MAERSK RONNEBY** seen moored in Colombo
Photo : Rene Grootenboer (c)



"By engaging in voluntary fuel switches in Hong Kong and elsewhere, we want to demonstrate that it is a way to quickly reduce sulphur emissions without any technical difficulties. We support strict sulphur regulation and we hope that our fuel switches will inspire authorities to raise the regulatory bar on SOx," said Morten Engelstoft, Chief Operating Officer in Maersk Line. "Shipping is very efficient in terms of cutting CO2 emissions compared with other means of transportation. But shipping's SOx emissions need to be dealt with," says Engelstoft. For Maersk Line vessels calling Hong Kong, the actual order to switch fuel took effect on 5 September 2010. **Source : marinelink**



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Indian shippers point fingers at Maersk and Safmarine over exclusivity deal

According to the British shipping newspaper IFW, Indian shippers are up in arms over allegations that Maersk Line and Safmarine have signed a two-year exclusivity deal that forces them to use container facilities at Gujarat Pipavav Port (GPPL), which is operated by and part-owned by associated company AP Moller Terminals and which shippers claim is more expensive. According to the secretary of the Western India Shippers Association, SRL Narasimhan, the arrangement forces shippers to use GPPL even though it is more expensive than rival container facilities and leaves them at a competitive disadvantage. "Any type of exclusivity is anti-competitive in spirit and nature," he told IFW. "It will compel exporters and importers to ship their cargo through Pipavav if they are carried on Maersk or Safmarine vessels, rather than through the cheapest port of their choice."

Shippers also complain that Maersk Line raised its terminal handling charge (THC) at GPPL on 1 September. The paper approached the two shipping lines but neither would comment on the exclusivity deal or the THC. "We take all claims of anti-competitive behaviour very seriously and will look into whether there is any substance to these accusations," said each line in a statement to IFW. The Gujarat Maritime Board, which monitors privatised ports, confirmed that a number of complaints had been received and said that such a shipping deal would amount to unfair practice. **Source :** IFW - ports.co.za



Above seen the bulker **STELLA** assisted by the tugs **SD SEAL** and **SD STINGRAY** getting safely moored at the EMO in the Mississippi harbour in Rotterdam – Europoort by pilot **Jan Zuurmond** - Photo : **Rik van Marle (c)**

Schade windhoos valt mee, veel overlast door water

De schade door de windhoos die vanmorgen rond elf uur op Grote Berg en omgeving kort huishield, lijkt mee te vallen. Van zeven huizen is een deel van het dak weggewaaid. De Meteorologische Dienst kondigde tegen het middaguur een weerswaarschuwing af die gold tot twee uur vanmiddag.

Behalve de windhoos (warwarú in het Papiaments) waren er ook plaatselijk hevige regen en onweer. Dat zorgde voor ondergelopen wegen omdat de riolen het niet meer aankonden. Vanmiddag om een uur stond een vergadering gepland tussen waarnemend gezaghebber Kenneth Gijsbertha, de politie en de brandweer. De laatste is vanaf vanmorgen druk bezig geweest. Bij de woningen op Grote Berg en Gato werd voorlopig dekzeil op de daken gelegd. Verder was een grote partytent meters verderop gewaaid. In de loop van de ochtend kreeg de politie steeds meer meldingen van wateroverlast zoals bij Biesheuvel, de Snipweg en bij scholen als het Fatima College en het Peter Stuyvesant College, zo meldt politiewoordvoerder Reginald Huggins. Verder was ook het centrum van Saliña ondergelopen.

De Meteo verwachtte heftige regenbuien in het midden en oostelijk deel van het eiland en raadde automobilisten niet de straat op te gaan als het niet nodig was. Verder waren er bij tijd en wijle heftige onweersbuien. Verantwoordelijk voor het weer van vandaag waren restanten van tropische storm Gaston ten noorden van de regio. Die zorgde voor een tijdelijke toename van vochtigheid en een zwak windveld. In combinatie met hoge temperaturen en de aanwezigheid van onweersbuien zorgt dat voor een windhoos. Er blijft volgens de Meteo de komende 24 uur nog een kleine kans bestaan op meer windhozen.

De laatste windhoos die veel schade aanrichtte was op 23 augustus 2008 toen de wijken Zegu, Buena Vista en vooral Gibraltar en omstreken werden getroffen door twee warwarú's in een uur die elk ongeveer vijftien minuten duurden. Tientallen huizen liepen ernstige schade op door de zware regenval waarmee de wervelwinden gepaard gingen of door grote bomen die omvielen. Veel daken gingen deels stuk of stortten geheel in. Dakplaten, meubels en andere huisraad werden in de omgeving rondgeslingerd door de winden.

Augustus en september zijn bij uitstek maanden die ideaal zijn voor de vorming van warwarú's. Bij periodes van windstilte kunnen zich zeer hoge verticale wolkkolommen vormen waarin hete lucht zich snel naar boven verplaatst. Door frictie met regen die aan de onderkant van zo'n kolom valt, ontstaan draaiwinden: een warwarú. **Bron : Amigoe**



Above seen the tug **AGBODRAFO** passing Spijkenisse - **Photo : Lia Mets (c)**

Samho Dream master pleads for help

The master of the hijacked very large crude carrier **Samho Dream** had pleaded for help for the crew. The South Korean VLCC was hijacked by Somali pirates five months ago while transiting the Indian Ocean. Captain Kim Sung-kyu told Yonhap News in a phone call that the 24-member crew with five Koreans and 19 Filipinos is living in sub-human conditions. Kim said the abuses are getting worse as the pirates deprive them of sleep and food and threaten to kill them one by one if a ransom is not paid. He also expressed frustration towards the Samho Shipping Company's silence over the pirates' latest demands, which were issued last weekend. **Source : Seatrade Asia**



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The **PARANGA** seen arriving in Willemstad (Curacao)

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

Prison Sentence for Attack on FGS Spessart

EU NAVFOR said it welcomed the first judgment in a Kenyan prosecution in connection with the interdiction of a pirate group by an EU NAVFOR warship. The conviction involved seven Somali men accused of acts of piracy. The presiding Chief Magistrate, the Hon Rosemelle Mutoka CM, delivered the verdict at the Mombasa Law Courts on 6 September, sentencing the seven Somali men accused to prison sentences of five years as from the judgement date.

The conviction relates to the attack on the **FGS Spessart**, a Rhon – class tanker of the German Navy, on 29 March 2009. The attack by seven men aboard a single pirate skiff was repelled by the onboard security detail. The skiff was then tracked through the combined efforts of three multinational taskforces and finally apprehended by the German frigate **FGS Rheinland-Pfalz**, operating as part of EU NAVFOR. EU NAVFOR has to date transferred 9 groups of suspected pirates comprising 75 individuals to the Kenyan authorities for prosecution in the Kenyan national courts.

Prosecutions are conducted by Kenyan prosecutors under Kenyan Law before a single magistrate. EU NAVFOR officers work closely with Kenyan prosecutors with regard to the preparation of the prosecution case.

The maximum sentence upon conviction for piracy offences in Kenya is life imprisonment; under Kenyan Law – and indeed as a precondition for suspected pirates being transferred by EU NAVFOR – capital punishment is not available. Cases are conducted in English, however, a Somali language interpreter is present at all proceedings. In all cases the accused persons have had the benefit of legal representation. **Source : MarineLink**

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GERMAN THREE MAST TRADITIONAL SCHOONER “AMPHITRITE”



“AMPHITRITE” off the Danish Baltic coast in summer 2010; **Photo: CLIPPER DJS ©**

This stunning 45 meter sailing ship was launched in November 1887 at the famous shipyard of Camper & Nicolson located in Gosport (GB), 12 cm Burma teak shell on oak framing and named after a sea goddess of Greek mythology. Originally, she was rigged as a two mast racing schooner with abt. 1.200 sqm sail area, competing against other famous ladies as **“METEOR I”** and **“METEOR II”** on sailing events end of 19th / beginning of 20th century.

She went through an exciting history with several renaming's as **“HINEMOA”** and **“JOYFARER”**, was converted to three mast rigging, served in the German movies “The Secret about Marie Celeste” and “The Adventures of Earl Luckner” and finally bought by the German association **“CLIPPER DJS”** (www.clipper-djs.org) in 1974.

"AMPHITRITE" around 1970, rigged as barkentine;
Photo: CLIPPER DJS ©

Meanwhile named back on her original name, she went through another conversion to a sail training ship for young people with a maximum capacity of 29 berths. Since then she is busy with leisure sailing mainly in Baltic waters, still carrying 600 sqm of sail area which is enough for up to 12 kn top speed and equipped with state-of-the-art navigational and safety features. Powered with double engine Mercedes Benz OM 355/6 with each 230 hp as auxiliary propulsion, she can do up to 10 kn under engine.

She is reported to be oldest still in service original sea going sailing yacht of the world.

Text: Martin Brandt ©



CAPE SANTA MILAGRIA



The Tuvalu-registered bulker **Cape Santa Milagria** has become a bit of a fixture off Seapoint in Cape Town having languished at anchor for more than a week now since being 'arrested' at Saldanha while lawyers wrangle over debts owed to creditors reported to be to the tune of R430m. She is currently lying at anchor in the roadstead outside Cape Town harbour with a skeleton crew aboard. Report by Steve Shipside, Photo : Ian Shiffman ©

Another Carnival Crew Member Busted for Child Porn

The Chronicle Herald in Canada reports that a crew member on a Carnival cruise ship which that visited Halifax was arrested and charged with smuggling child pornography into Canada. The newspaper indicates that 26-year-old crew member Nyoman Putra, an Indonesian working as an assistant room steward on the **Carnival Glory**, allegedly had child pornography on a laptop computer.

Canada Border Services Agency officers were inspecting crew members getting off the cruise ship when they nabbed the Carnival crew member at Pier 22 in Halifax. Canada's border agents do a good job catching crew members who try and enter the country with child pornography. The Canadian newspaper writes that Putra is the second cruise ship employee to be charged with having child pornography so far this year in Halifax. In May, a Filipino who was an assistant waiter on the **Costa Atlantica** was sentenced to four months in jail for possession and importation. Putra was an assistant cabin attendant. It should concern any parent who cruises with their children to think of pedophile cabin attendants coming into the stateroom.

CASUALTY REPORTING



Russian ship with 20 sailors on board rams into rocks off Sakhalin

A Russian dredging vessel has rammed into rocks off the south-western coast of Sakhalin Island, trapping 20 sailors on board, a local emergencies official said on Wednesday. The incident reportedly took place late on Tuesday near the island of Moneron, some 40 kilometers (25 miles) from Sakhalin. One sailor is missing following the incident, according to the local prosecutor's office. Seventeen of the crew members will be evacuated on Wednesday by a helicopter, the official said, adding that a rescue ship is heading to the site of the incident. There has been no information on any possible oil leaks, he said. **Source : RIA Novosti**

NAVY NEWS

Furuno supplied Navy and USCG with Chinese equipment, whistleblower gets reward

The U.S. Department of Justice and Furuno U.S.A. Inc., of Camas, Washington, reached a settlement August 27 in a "qui tam" lawsuit, over the purchase of electronic navigation equipment by the U.S. Coast Guard, U.S. Navy, and the General Services Administration.

Under the terms of the settlement, Furuno U.S.A. will pay \$695,063 to the United States. Of that amount, \$159,864 will be paid to the private party who first alerted the United States to the fact that the devices purchased had been manufactured in China. Under the Trade Agreements Act the navigation equipment at issue should not have been manufactured in China. In 2007, a qui tam lawsuit alleged that Furuno U.S.A. provided electronic equipment to the U.S. government in violation of the Trade Agreements Act. The qui tam provisions of the False Claims Act, allow private citizens to file lawsuits on behalf of the United States alleging fraud against the government in connection with the government's procurement activities and/or the operation of government programs. In this case, the government investigation established that even after Furuno had been notified by the government that the equipment could not be manufactured in China, Furuno continued to supply equipment from its newly opened Chinese factory.

Under the terms of the settlement, Furuno admits no wrongdoing. In addition to the settlement, Furuno will pay \$95,000 in attorney fees and costs for the private party who filed the case. The Affirmative Civil Enforcement (ACE) Unit of the U.S. Attorneys Office reviews all qui tam filings and intervenes in those actions determined to have merit and where the government's loss is not insubstantial. The unit works aggressively to combat fraud against the U.S. government. Over the last three years, the Western District of Washington ACE Unit has recovered more than \$18.3 million for taxpayers.

Principal investigative support was provided by the General Services Administration Office of Inspector General (GSA-OIG), the Naval Criminal Investigative Service (NCIS), and the Department of Homeland Security Office of Inspector General (DHS-OIG). Assistant United States Attorney Peter Winn litigated the matter for the United States Attorney's Office, Western District of Washington. **Source : MarineLog**

New warship HMS Daring damaged in collision with tug



An inquiry is under way after the Royal Navy ship **HMS Daring**, said to be the most advanced warship in the world, was damaged in a collision.

The Portsmouth-based destroyer was being towed into Marchwood, on Southampton Water, when it was in collision with a tug on Tuesday. An assessment of the ship, which was only commissioned into the Navy last year, is taking place.

The vessel was only declared ready for action earlier this month. Since arriving at its home base last year, the ship has had months of intensive sea trials. **Source : BBC**



Above seen the Indonesian **932 DEWA KEMBAR** which was built as the **Hydra, (A144)** for the Royal Navy during 1965, the AGOS was purchased April 18th 1986; refitted by Vosper Thornycroft, Southampton, 24-4-86 to 16-7-86. Recommissioned 10-9-86 and left the UK bound for Indonesia on October 1st 1986, alongside are seen the ex-German Kondor-II-class patrol minesweepers [MSC] **729 PULAU REMPANG (ex GRIMMA 336)** and **723 PULAU ROMANG (ex PRITZWALK 325)** 2 ships out of a series of 9 former Volksmarine units, with two having later served briefly in the German Navy. Transfer was announced July 1992, and all were delivered together via heavy-lift ship to Surabaya for refit and reactivation on October 22nd 1993. **Photo : Piet Sinke ©**

Northern Fleet shows muscles in Barents Sea

A large-scale military exercise involving several submarines, surface vessels, aviation and more than four thousand men is currently unfolding in the Barents Sea. Also test shooting with the S-300 missile system is part of the training. Of the surface vessels involved are the missile cruiser "**Marshal Ustinov**", the destroyer "**Admiral Ushakov**", the anti-submarine vessel "**Admiral Chabanenko**", as well as the "**Severomorsk**". In addition, several submarines are engaged, a press release from the Russian Defence Ministry confirms. Part of the training is torpedo and missile launches, as well as artillery shooting, operations on submarine search and destruction, fighting enemy aviation. More than 60 various training operations are to be conducted as part of the exercise, the ministry informs.

Before the rehearsal, the Navy vessel "**Aleksandr Otrakovsky**" shipped a S-300 missile complex to the island of Kildin. According to RIA Novosti, the S-300 complex on Tuesday successfully destroyed four cruise missiles fired by Northern Fleet vessels. The climax of the training will be the firing of more than ten cruise missiles on several targets, the Ministry informs. Among the missiles involved are "Granit", "Vulkan", "Moskit", "Termit" and "Progress" **Source : BarentsObserver**

Hr.Ms. Zuiderkruis biedt ondersteuning bij brand op Bonaire

Op Bonaire is brand uitgebroken in twee opslagtanks van de Bonaire Petroleum Cooperation (BOPEC). Vermoedelijke oorzaak is blikseminslag. **Hr.Ms. Zuiderkruis** is op verzoek van de Gouverneur van de Nederlandse Antillen ingezet om zachte militaire bijstand te verlenen. Twintig bemanningsleden zijn ingezet voor ondersteunende brandblusbestrijdingstaken. Daarnaast heeft de **Zuiderkruis** hulp verleend door middel van het leveren van brandblusdruk op het brandblussysteem van BOPC en het afgeven van schuimvaten.



Voordat het verzoek tot bijstand kwam, voerde **Hr. Ms. Zuiderkruis** voor de kust van de ABC-eilanden patrouilles uit voor de Kustwacht voor Nederlandse Antillen en Aruba. De grootste brand woedde in een opslagtank, gelegen aan

de Noord-Westkant van Bonaire. Deze tank bevatte Nafta, dit is een lichte dieselsoort. De geschatte inhoud is 1 miljoen liter. Twintig marine militairen zijn tot 07:00 uur vanochtend aan land in de buurt van de brand geweest voor onder andere vullen van schuim, het repareren van de brandblussystemen en het ontladen van een aanwezige sleepboot, die extra brandblusmaterialen vanuit Curaçao heeft aangeleverd. De Superrhib van de Kustwacht heeft geassisteerd bij het op afstand houden van ramptoeristen.



"Deze actie onderstreept het nut van onze aanwezigheid en een goede samenwerking met de Kustwacht Nederlandse Antillen en Aruba en de civiele autoriteiten", zei de commandant van het schip, kapitein-luitenant-ter-zee Herman de Groot, die ook het respect toonde voor de inzet van de lokale brandweer. Het bevoorradingschip heeft in de afgelopen maanden een opwerkperiode ondergaan zoals alle andere oorlogsschepen dat doen teneinde de kwalificatie "inzetgereed" te verkrijgen. Sinds twee weken was **Hr.Ms. Zuiderkruis** ingezet als ondersteuning voor de Kustwacht voor de Nederlandse Antillen en Aruba. **Hr.Ms. Zuiderkruis** is half augustus vertrokken uit de haven van Den Helder om als stationsschip naast kustwachttaken ook maritieme counter-drugsoperaties uit te voeren. Daarnaast beschikt het schip over alle faciliteiten om tijdens het orkaanseizoen ondersteuning te verlenen bij mogelijke humanitaire hulpoperaties.

Indian Navy calls for information for 06 conventional submarines under Project 75(I)

Indian Navy has begun its exercise to identify a contemporary conventional submarine under its Project 75 (I) program. The information sheet called for construction of two submarines at collaborators shipyard and four submarines at two Indian shipyards. Indian Navy has requested information from firms who have independently designed and constructed a complete modern conventional submarine which is currently in service or undergoing sea trials. The submarine should be capable of operating in open ocean and littoral and shallow waters in dense ASW and EW environment and able to undertake missions for anti surface and anti submarine warfare; supporting operations ashore; ISR Missions; and special force and mining ops.

Some of the key requirements include torpedo tubes with capability to launch long range heavy weight wire guided torpedoes, missiles and method for weapon discharge; externally launched torpedo decoy system; integrated combat system; contemporary low noise propulsion and power generation system; and AC system customized for operation in tropical waters characterised by high temperature and high humidity conditions.

Information is also being asked for radiated noise levels in frequency band 30 hz to 10000hz (db // ref μ pa) at speed of 5 knots and 10 kn (b) noise and vibration data for major propulsion and auxiliary machinery and also maneuverability & stability characteristics. Manufacturer has to submit the information with scope and depth for transfer of technology (ToT) for submarine design & construction and production of key systems and subsystems at Indian shipyard by Indian industry. The participating supplier has to adhere to offset commitments regarding "Defense procurement procedure – 2008" as well as the plan for training Indian navy personnel on all aspects of the submarine. The last date of the submission is 30th September 2010. Source : Frontier India

SHIPYARD NEWS

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http://www.tos.nl/en/companies/ship_delivery

Aker Solutions ASA: Skandi Aker named "Ship of the year 2010"

Aker Solutions' new deepwater intervention vessel, **Skandi Aker**, has been announced winner of the coveted international "**Ship of the Year 2010**" award. The award was presented to Stig Antonsen, VP Marine in Aker Solutions, by Rikke Lind, state secretary of the Norwegian Ministry for Trade and Industry, at the SMM 2010 trade show in Hamburg, Germany.

Skandi Aker is the most advanced vessel of its kind. It is a multi-purpose vessel designed to perform riser-based well intervention services - along with subsea construction and installation activities - at water depths up to 3000 metres. Other existing well intervention vessels are limited to operations at approximately 800 metres water depth. "Essentially, Skandi Aker is able to perform deepwater well intervention services that oil companies previously needed

drilling rigs to conduct. More importantly we do it quicker and at a fraction of the cost. This, in turn, enables us to free up scarce and expensive rig time, which allows the rigs to perform more drilling operations while we carry out the intervention work," says Karl Erik Kjelstad, EVP Oilfield Services & Marine, Aker Solutions. "We are proud to receive the Ship of the Year-award. It is a prestigious award which is an excellent recognition of Skandi Aker's unique deepwater well intervention system and capabilities as well as the ship itself."



Photo : [Capt. Levien Bijl](#) – Master Skandi Aker ©

Skandi Aker is the first intervention vessels to classified according to DNV's WELL-Notation, meaning the vessel is able to take oil on board. As a result, the vessel can perform well-testing and clean-up, flaring off hydrocarbons through a flare at the stern. The vessel can also perform through-tube rotary drilling with coil and downhole motor, and managed-pressure drilling. The 157 metre long ship is the largest monohull subsea well intervention vessel built, boasting a large deck space, heavy capacity subsea cranes, excellent sea-keeping performance, all interventions using dynamic positioning system, and 18 knots transit speed. She is equipped with a module handling system and a 400-ton AHC crane. "A unique feature about Skandi Aker is her multi-functionality. When she is not performing well intervention work she can perform subsea installation and construction work, handling 225-ton structures down to 3000 metres water depth," adds Kjelstad. **Skandi Aker** is currently performing subsea construction and installation work offshore West Africa.

Skandi Aker has been built at STX Norway Offshore's yard in Søviknes, Norway. The vessel is owned by Norwegian company DOFCON ASA. The prestigious Ship of the Year-award is instituted by the major Nordic shipping magazine Skipsrevyen. Prize candidates are nominated by the readers of the magazine, but the final election is the responsibility of a jury consisting of the former managing director of the Norwegian Shipowners' Association, Mr. Rolf Sæther, the managing director of the sales and marketing organisation Norwegian Shipyards, Mr. Birger Skår, and publisher of Skipsrevyen, Mr. Asle B. Strønen. **Source: Aker Solutions**

ROUTE, PORTS & SERVICES

FleetWeather Ocean Services

Announces Opening of Singapore Office

FleetWeather Ocean Services, Inc. (FleetWeather), a global provider of weather forecasting, routing, vessel performance monitoring and optimization services for the commercial shipping industry, announced the opening of a new office in Singapore . The new office expands FleetWeather's ability to service the growing demand for

FleetWeather's services in the Asia Pacific region of the world and to offer local sales and support services to the rapidly expanding base of customers and prospects in the region.

Shipping companies in Asia have been strong adopters of FleetWeather's services particularly in India, Singapore and Hong Kong. FleetWeather decided to open an office in Singapore to help manage the robust growth in the region while also ensuring that FleetWeather can maintain the high level of personal and customized service they are known for providing. "We have seen significant growth in our customer base and level of interest in our services and solutions," said Jess Hurwitz, Director of Sales and Marketing at FleetWeather. "Our customers are constantly looking for ways to exist, grow and profit in a very tough global environment and many have found a competitive edge and cost savings by expanding their use and adoption of FleetWeather's services. The Singapore office will allow us to expand our resources and deliver superior sales and support to our customers and to the growing prospect base in the Asia Pacific region." **Source: FleetWeather Ocean Services, Inc.**



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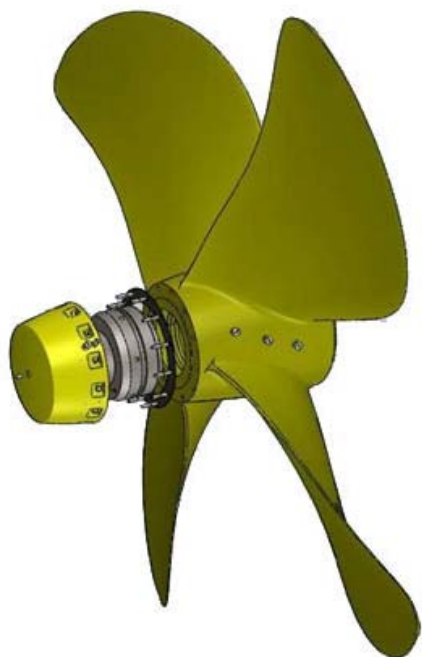
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Stone Marine NPT propellers promise increased efficiency



Birkenhead, U.K., headquartered Stone Marine Propulsion (formerly Stone Manganese Marine) reports continuing success for its NPT, or "New Profile Type," propeller. This type of propeller, originating from Japan, incorporates cavitation friendly section profiles to reduce the blade surface area and increase propeller efficiency. Additional benefits include reduced propeller weight and inertia, which can lead to savings further up the propulsion train.

Recent contracts for the Stone Marine NPT propeller include DS Norden's newbuildings at the Chinese shipyards Guangzhou Longxue and Jiangmen Nanyang. In these vessels, overall fuel consumption will be reduced by about 11 percent as a result of the owner's revision of the main engine specification and the adoption of NPT technology.

Stone Marine Propulsion is also working with DS Norden on the upgrading of existing units within its fleet. A further more long standing reference is Guangzhou Shipbuilding International's continuing supply of a series of 39 k tankers to A.P. Moller, again fitted with NPT propellers. The NPT propeller has also been endorsed by the well known Danish naval architectural consultancy Grontmij Carl Bro, which now specifies it as standard for its Seahorse class of 35 k bulk carriers. **Source : MarineLog**



The Indonesian PELNI ferry **FUDI** seen anchored off Tj Priok (Jakarta) - **Photo : Piet Sinke ©**

Iran storing abundant fuel oil supply on VLCCs

Iran has been storing straight-run fuel oil on supertankers for at least three months, in an unprecedented move prompted by China's poor feedstock demand and financing difficulties faced by buyers due to Western sanctions, industry sources said recently. At least 550,000- 600,000 tonnes, two full VLCC loads, are being held at sea at any one time, traders said. So far, two cargoes have been sold and delivered into Singapore on board VLCCs, a shift from its normal practice of using 80,000 tonne aframaxers. Traders said that demand from small independent refineries in southern China, which used to buy two to three cargoes a month some two years ago, have dried up. Since January, only one cargo was lifted by a Chinese player, Tianbao, in April.

'NIOC (National Iranian Oil Co) have been unusually flexible with their fuel oil recently - as long as buyers are keen, prompt loading dates and the size of the cargoes are not a problem,' a Singapore-based Asian trader said. 'That's because they are floating the oil on their VLCCs and it's ever-ready for loading.' For example, Iran can still move to load for prompt mid-September shipments, he added. In the absence of Chinese feedstock buyers, the value of the cargoes have plummeted because the monthly supply of eight to 10 cargoes far exceeds demand.

Traders said that the cargo is valued at a discount of \$4-5 a tonne to Singapore spot quotes on a cost-and-freight (C&F) Singapore basis, as a blendstock. This compares with a premium of \$7-8, C&F Singapore, if it's used as a feedstock. **Source : businesstimes.com.sg**

St. Peter Line eyes launching the 2nd vessel on Saint Petersburg - Helsinki line in 2012

St. Peter Line plans to start operating the second vessel on Saint Petersburg - Helsinki ferry line in 2012. As St. Peter Line's president Igor Glukhov said, the cruise line service has proved to be successful during this summer navigation. The Princess Mary ferry has transported 100,000 passengers from April to September.

The regular **Princess Mary** ferry service St. Petersburg - Helsinki was resumed in April 21, 2010. The vessel with 606 cabins of various classes can carry 1,638 passengers and 395 cars on board. **Source : PortNews**



Above seen the **MSC Poesia** arriving on her first call to Southampton on Wednesday - **Photo : Andrew McAlpine ©**



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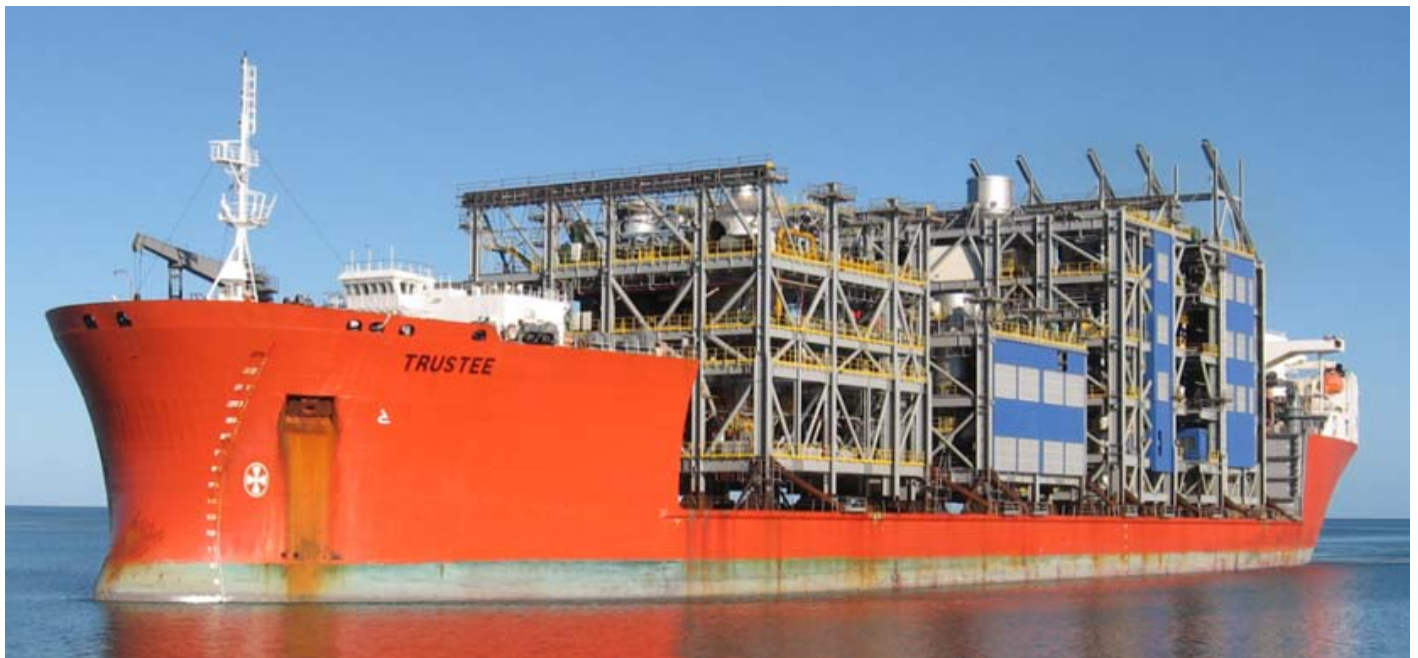


The two IHC-Merwede built newbuildings the TSHD **WILLEM VAN ORANJE** and the **SEVEN PACIFIC** seen during trials in Rotterdam-Europoort – **Photo : Andries van Eijl ©**

Hamburg Süd: 'Cap Jackson' christened in Mexico

Hamburg Süd christened the '**Cap Jackson**' in Manzanillo, Mexico, the first of two identical container ships, which have a slot capacity of 4,600TEU. With the naming ceremony Hamburg Süd staged in Mexico, it was the first time the country had witnessed the christening of a container ship.

The vessel measures 264 metre by 32.2 metres with a speed of 22.5 knots. Since her delivery in late May 2010 at the Daewoo Shipbuilding & Marine Engineering (DSME) in Korea, the '**Cap Jackson**' has been deployed in the shipping group's service between Asia and Mexico/South America west coast (ASPA Service). The ship is named after a peninsula in the Marlborough region in the south of New Zealand. The sister ship, the '**Cap Jervis**', is to be christened in Peru in November 2010. **Source : Baird**



Dockwise **Trustee** arriving in Vavouto (New Caledonia), this is the first of total 4 voyages with modules build in China.

Photo: Cor Duijvestijn

Chevron participates in three blocks Deepwater exploration in China

Chevron Corporation announced yesterday that its China subsidiary has received final approval to acquire operating interests in three exploration blocks in the South China Sea's Pearl River Mouth Basin. Chevron has acquired a 100 percent interest in blocks 53-30 and 64-18, and a 59.18 percent interest in block 42-05, from Devon subsidiary Devon Energy China, Ltd. The blocks cover an exploratory acreage of approximately 8,100 square miles (21,000 square km). Chevron will be operator during the exploration phase under the amendment agreements to the production sharing contract with China National Offshore Oil Corporation (CNOOC).

"Participating in the exploration of this prospective deepwater basin furthers our strategy to grow our business in China and the Asia Pacific region," said Chevron Vice Chairman George Kirkland. Jim Blackwell, president, Chevron Asia Pacific Exploration and Production, said, "We welcome the opportunity to partner with CNOOC and apply our industry-leading drilling technology, expertise, and safety practices to explore the South China Sea's deepwater areas." BP will acquire the remaining interest in block 42-05. Chevron has a presence in China that dates back nearly 100 years. The

company is a partner with CNOOC in producing assets in the Bohai Bay and in the South China Sea. Chevron is also a partner with China National Petroleum Corporation in an onshore gas development in the Sichuan Province. **Source:** Chevron

'City of Adelaide' bound for South Australia

The historic 1864 clipper ship '**City of Adelaide**' has been saved and will be moved from Scotland to Adelaide, South Australia. Scottish Government Minister for Culture and External Affairs, Fiona Hyslop, said that **Adelaide** had been identified as the only "viable alternative to deconstruction".

City of Adelaide Preservation Trust Chairman, Creagh O'Connor, said he was "thrilled and delighted" with the news and elated that the decade long campaign to bring the clipper to Adelaide had succeeded. The Preservation Trust proposes to preserve the 'City of Adelaide' on a land-based maritime precinct at Port Adelaide, and provide for the co-location of other historic vessels at the same site. The South Australian Government has agreed to provide land for the maritime precinct. The objective is for the ship to be moved in time to celebrate South Australia's 175th anniversary of settlement in 2011. Trust Director and Naval Architect, Peter Roberts, said the '**City of Adelaide**' was in "quite sound condition" for a ship built in 1864, and that the massive size (55 metres in length) of its hull will make an exceptional display.

"Until only 20 years ago the ship was in use as naval club rooms and a restaurant," he said. The South Australian campaign, with extensive community support, had succeeded against bids to demolish the ship and the passionate campaign to relocate it to the English city of Sunderland where it was built. Ongoing discussions will occur to further develop educational and cultural links between Scotland and South Australia. The '**City of Adelaide**' undertook 23 return trips between the UK and Adelaide, carrying thousands of passengers and significant amounts of cargo between the two countries. Genealogists have calculated that almost a quarter of a million Australians can trace their heritage to passengers and crew of the historic ship. **Source : Baird**

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Amarcon and Maris join forces in Voyage Decision Support systems

At the SMM in Hamburg this week Amarcon and Maris signed an agreement on the joint development, marketing and sales of the VDS system as currently under development at MARIS. The MARIS VDS is an electronic tool based on MARIS ECDIS designed to plan and execute the voyage, and to document and analyze the result. Amarcon is well-known in the maritime industry for their OCTOPUS technology, a suite of hardware and software products that form a unique combination for improving safety/efficiency and cutting down costs in voyage execution and marine operation. Now Amarcon will become the OEM partner of MARIS for supplying the seakeeping module within the MARIS VDS system, based on the OCTOPUS technology. The integration of OCTOPUS technology within the VDS system has huge benefits for its consumer. Amarcon's state of the art build-in expertise about 'how do ships behave in waves', and the digital navigation charts from Maris will now be available in one complete and user-friendly system.

The integration of OCTOPUS within VDS will result in a system that gives you the best of both worlds: spot on navigation and precise decision support. Furthermore, in 2012 it will be required for all SOLAS vessels to use a certified and digital electronic navigation chart. Anticipating on these developments, shipping companies can make sure that their navigation system meets the required future legal standards, whilst benefiting from the specific decision support that the integrated OCTOPUS software has to offer.

To patronize 22 large container vessels AP Moller-terminal next year

No fewer than 22 large container vessels designed with lower draft will patronise the AP Moller Terminal at the Lagos Port Complex as from March, 2011. The management of the A.P. Moller-Maersk Group, led by its Group Chief Executive officer, Mr. Nils Andersen told President Goodluck Jonathan during a visit to the State House in Abuja few days ago. Also at the meeting were former Head of the Interim National Government and Chairman of AP Moller Terminals Apapa, Chief Ernest Shonekan, the Minister of Transport Minister, Alhaji Yusuf Sulaiman and Managing Director of Nigerian Ports Authority, Mallam Abdul Salam Mohammed.

It was learnt that the vessels would trade with West Africa and will come to Nigeria. However the managing director said that deeper draft would be needed at Apapa. Andersen told the president that APM Terminals, which was part of the A.P. Moller – Maersk Group, would like to invest even more in Apapa.

He added: "We can take up the capacity 50 per cent, maybe even double it, in three to five years. To do that, the company needs to bring in big gantry cranes and that requires a check of the quay wall's stability." The APMM Group CEO also suggested that the group could study the use of the railway to alleviate congestion at the port. Mr. Andersen thanked the President for the opportunity to meet with him at the State House.

The President and his guests discussed the investments made by the company in the Apapa container terminal and the Challenge of congestion at the terminal as well as the aspirations of the A.P. Moller – Maersk Group in Nigeria.

Andersen is in Nigeria primarily to tour the Apapa terminal expansion and to meet Maersk's customers. He said: "It is an important part of our company culture to keep our promises. In Apapa we have invested almost \$200 million, which is more than we promised in the concession agreement. "The A.P. Moller – Maersk Group has invested significantly in reducing the cost of shipping to West Africa. Andersen also presented his hope to invest in other parts of the Nigerian economy and infrastructure.

President Goodluck Jonathan thanked Andersen for the warm welcome he received when he visited Andersen at the A.P. Moller Maersk headquarters in Copenhagen, Denmark last year. Jonathan said: "Your commitment is commendable. I can give you our blessings." **Source: CompassNewsPaper**

Huisman delivers 250mt Knuckle Boom Crane for new Subsea 7 Multi Purpose Offshore Construction Vessel



Huisman, the Dutch-based specialist in lifting, drilling and subsea solutions will soon deliver a **250mt Knuckle Boom Crane** to Subsea 7. This state-of-the-art crane is currently being load tested at the Huisman facility in Schiedam, the Netherlands. The crane will be installed onboard Subsea 7's newly build Multi Purpose Offshore Construction Vessel **Seven Pacific** within the next months.

The crane will be used for offshore construction and subsea installation work up to a water depth of 2,500m. It is the fifth crane of this type to be delivered by Huisman. Recently delivered Knuckle Boom Cranes include three 120mt cranes for Hornbeck Offshore, Subsea 7 and EZRA and one 150mt crane for Technip. Another 150mt Knuckle Boom Crane, suitable for a water depth of 3,000m, is currently under construction for Otto Candies.

The crane is equipped with an unique in-house developed secondary controlled hydraulic drive system. Secondary controlled hydraulics enable real-time active compensation of the heave movement of the crane tip minimizing the load movement. During heave compensation energy can be stored in an accumulator to reduce the power consumption of the crane. Huisman introduced secondary controlled hydraulics as a drive system for the main crane of the Smit Semi 1 in 1986 and has successfully used the system on many cranes since.

In addition the crane is equipped with three independent electro-hydraulic power units. This

provides a high redundancy level. The crane will remain operational with only one or two pump set running.

Additional features:

- Constant Tensioning
- Manual Overload Protection System
- Automatic Overload Protection System (on auxiliary hoist)
- Luffing cylinders are ceramic coated.



The **FRISIA ROSTOCK** seen in Cape Town – Photo : Ian Shiffman ©

Jumbo Offshore completes installation of 131 Transition Pieces for Greater Gabbard Offshore Wind Farm

DP2-vessel **Jumbo Javelin** completes installation project one month ahead of schedule transporting & installing 9 TP's per trip



been transported and installed using a free floating vessel on Dynamic Position.

Jumbo's scope included transport, installation, leveling and grouting of the TP's. During the entire project all parties (client Fluor, Jumbo and its subcontractors) worked in close cooperation, resulting in safe and efficient installation.

Jumbo Offshore has successfully completed its TP-installation project for the Greater Gabbard Offshore Wind Farm (GGOWF), off the UK's south-east coast. For client Fluor, Jumbo's DP2 Heavy Lift Vessel Jumbo Javelin installed 131 TP's (out of 140 in the field) with a record-breaking installation speed of more than 1 TP per day. The job included leveling and grouting operations and was done without any serious accidents or incidents. This is the first time that TP's have



During the mobilization in March 2010 the Jumbo Javelin was outfitted with job-specific equipment, amongst others Temporary Living Quarters (Ferguson), a grout plant (Densit) and an access system (Ampelmann). The Ampelmann is a ship-based, self stabilizing access system that actively compensates all vessel motions. It was used to give crew safe access from the vessel to the installed TP as well as efficiently guiding the grout hoses.



In addition, Jumbo developed and built its own passive lifting compensators (with a 2.5 m stroke and a Safe Working Load of 300 t) and two job-specific, remote release operated, spreader bars to lift the TP's.

Each time after loading nine 280 t TP's in the Port of Flushing, the **Jumbo Javelin** sailed to the offshore location where she positioned herself on DP and started overboarding the first TP onto the monopile. Every TP was placed in the specified orientation and then leveled to its final position. Next, the annulus (the space between TP and monopile) was filled with grout to fix it permanently. After the final survey the TP was handed over to client Fluor.

The **Jumbo Javelin** is able to carry 9 TP's at a time, stowed vertically in the hold and each with weights up to 300 tonnes. The vessel is well-equipped for wind farm installation work: it is free floating, uses its DP2 system to create an efficient and safe working environment, has a transit speed of 17 knots and sails with open hatches. This means a large transport capacity, fast transit times to the installation site, fast installation and fast relocation from one position to the next.

Installing the 131 TP's confirmed the suitability of Jumbo's concept: safe and fast transportation and installation with only one vessel.

"Hoe goed zijn we in Nederland voorbereid op een olie- en chemicaliënram্প in de Waddenzee?"

Uitnodiging Symposium Zwart Getij II, 8 Oktober 2010 op Terschelling

Bescherming van kwetsbare kustgebieden, zoals Waddenzee en de Golf van Mexico, tegen olie en chemicaliën verontreiniging. Als follow up van "Zwart getij" in 2003 organiseert het MIWB een symposium met als thema:

"Hoe goed zijn we in Nederland voorbereid op een olie- en chemicaliënram্প in de Waddenzee?"

Het doel van het symposium is te komen tot aanbevelingen voor verder onderzoek, ontwikkeling van middelen dan wel verbetering op organisatorisch vlak van de incidentenorganisatie.

Programma

Dagvoorzitter: **Martinus Kusters**

8:30 Vertrek met sneldienst van rederij Doeksen vanuit de haven van Harlingen naar Terschelling.

Bij aankomst op Terschelling wordt u met bussen naar het Maritiem Instituut vervoerd.

9.30 Ontvangst (koffie/thee) op het Maritiem Instituut Willem Barentsz te West-Terschelling.

10.00 Opening symposium door **Gerrit van Leunen**, directeur van het Maritiem Instituut.

10.15 **Wierd Koops** (Lectoraat Maritiem, Marien Milieu & Veiligheidsmanagement van het Maritiem Instituut): Olie verontreiniging Mexico n.a.v. de blow-out. Wat ging goed en wat ging mis bij de bestrijding van de olie? Kunnen we in het waddengebied ook zoiets verwachten? Kans, effecten en bestrijding.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 253

10.45 **Ellen Kuipers** (calamiteitenskundige Waddenvereniging): 'Eén getijde de tijd'. Wat maakt de Waddenzee zo belangrijk en gevoelig voor externe bedreigingen van olie en chemicaliën? Ook zal aandacht worden besteed aan de trilaterale regeringsverklaring m.b.t. het PSSA status Waddenzee.

11.15 **Frank Kleissen** (Beleidsmedewerker calamiteitenbestrijding Deltares): Om goed voorbereid te zijn op calamiteiten waarvan de effecten de Waddenzee kunnen bereiken, is het van belang risico's (op langere termijn) in te kunnen schatten. Vervolgens is voor een effectieve response (waarschuwingen/bestrijding) belangrijk, om snel te weten wat er met de olie/chemicaliën gebeurt. Voor beide onderwerpen zijn methodes, gebaseerd op modellen, beschikbaar. Wat kunnen we op dit moment op dit vlak en waar ontbreekt een goede en effectieve response.

11.45 **Geert Jan Reinders** (Groningen Seaports): Samenwerking rampenbestrijding Eems Dollard gebied. In het kader van de ontwikkelingen in het Eems Dollard gebied is er recentelijk een werkatelier uitgevoerd met de volgende onderwerpen: welke bedreigingen zijn er voor het Eems Dollard gebied en hoe is men daarop voorbereid? Wat zijn de witte vlekken en kunnen we de resultaten van dit atelier door trekken naar het gehele waddengebied.

12.15 Lunch

13.15 **Sjon Huisman** (Adviseur incidentenorganisatie Rijkswaterstaat Noordzee): Hoe is de overheid voorbereid om een olie of chemicaliënvlek op de Waddenzee te bestrijden? Wat kan RWS momenteel qua bestrijding? Op welke bedreigingen is RWS voorbereid en waarop is dat gebaseerd? Welke witte vlekken zijn er? Welke ontwikkelingen kunnen we nog verwachten?

13.45 **Paul Bockholts** (Bureau voor beleidsontwikkeling): Bescherming kan niet zonder opleiden, training en oefenen. Hoe doe je dat efficiënt?

14.15 **Bert Swart** (Voorzitter stuurgroep CRW/Burgemeester van de gemeente Schiermonnikoog): Het Incident Bestrijdingsplan Waddenzee, IBP-W, versie 2.0 van het Coördinatieplan Rampenbestrijding Waddenzee (CRW). Hoe vindt de multidisciplinaire afstemming op externe bedreigingen en incidenten plaats en wat is de relatie met het landelijke project Waterrand?

14.45 Koffie/thee pause

15.00 Panel discussie onder leiding van Jurrit Visser (burgemeester van de gemeente Terschelling)

- Wat zijn de grootste bedreigingen voor de Waddenzee?
- Wanneer is goed, goed genoeg?
- Zijn we optimaal voorbereid op deze bedreigingen?
- Welke onderzoek/middelen of andere zaken zijn nog gewenst of moeten nog worden ontwikkeld?

16.00 Einde symposium met netwerkborrel.

Bus staat om 16:10 uur klaar voor degenen die met de snelboot terug willen reizen.

16.30 Vertrek met de sneldienst van rederij Doeksen naar Harlingen.

17.30 Vertrek met de normale veerdienst van rederij Doeksen naar Harlingen.

Aanmelden

U kunt zich aanmelden door een antwoord te verzenden naar zwartgetij@miwb.nl

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De bootkaarten dient u zelf, zo spoedig mogelijk, te reserveren bij Rederij Doeksen. Dit symposium wordt gesponsord door de Waddenacademie en Provincie Fryslan. Met dank aan de Raad voor de Wadden, Groningen Sea Ports, Rijkswaterstaat en de Waddenvereniging.

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.... PHOTO OF THE DAY



The **PRIDE VENEZUELA** seen arriving in Niteroi (Brazil)

Photo : Xander Rombach (c)

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