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The STADT SEVILLA seen westbound in the Singapore Straits last Wednesday
Photo : Piet Sinke (c)

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The **KELUD** seen moored at the Batam – Sekupang ferry terminal last Wednesday – Photo : Piet Sinke (c)

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

Panama Canal cheers millionth ship to use waterway

A Chinese bulk carrier has become the millionth vessel to cross the Panama Canal since it was built almost 96 years ago. Panama Canal authorities are marking the milestone by presenting the Hong Kong-flagged **Fortune Plum's** captain a plaque and a photo of the vessel as it crossed the waterway on Sept. 4.

Panama Canal vice president of operations Manuel Benitez presented the award to ship captain Ji Jian on Wednesday as the ship headed back to Asia. The canal was built by the United States in 1914 and handed over to Panama in 1999. Last year, authorities began the waterway's biggest expansion project to add two wider sets of locks that can accommodate wider vessels. About 4 percent of the world's maritime trade passes through the canal's locks.

Source : The Star



The **MSC Brazilia** sailing from the Port Chalmers container terminal 14/10/10. - Photo : Ross Walker (c)

Exclusion zone set up around sunken tuna boat at Port Lincoln gushing fuel



AUTHORITIES have established a 300-metre exclusion zone around a tuna boat leaking fuel after it was struck by a container ship at Port Lincoln and sunk. The \$25 million boat **Apollo S**, owned by fishing identity Sam Sarin, is

expected to remain under water for several weeks as authorities yesterday worked to stop thousands of litres of petrol and oil gushing into the pristine waters of Boston Bay.

On Friday the Liberian-owned grain carrier **MV Grand Rodosi** was being guided by two tug boats to berth at Port Lincoln when it smashed into the port side of the 47m-long tuna boat, scuttling the vessel. Investigations are continuing into the cause of the collision amid reports the vessel's engines had failed. **Source : AdelaideNow**

Nederlandse Kaap Hoorn-vaarders

De Jaarbijeenkomst van de **Stichting Nederlandse Kaap Hoorn-vaarders** vindt dit jaar plaats op 17 oktober a.s. in de Oosterkerk te Hoorn. Het programma staat in het teken van het 25-jarig bestaan van de Stichting en van de presentatie van het onderzoek 'Reizen rond Kaap Hoorn onder Nederlandse vlag'. Voor meer informatie hierover zie website www.kaaphoornvaarders.nl , rubriek evenementen.



The **NORD EXPLORER** seen leaving Angra Dos Reis, Brazil assisted by Tugs **OPALA** (bow) and **TORMENTA** (stern) 14/10/10 as seen from the **Skandi Achiever**

Photo: E Leask (c)

Shipping finance seen picking up next year

Asian banks to play growing role with seaborne trade moving eastwards

Bank lending to the shipping sector is set to pick up next year with institutions from Asia looking to expand their financing activities in the seaborne market, a senior official with ABN AMRO bank said on Tuesday.

Economic turmoil in 2008 has hit lending in the shipping sector as banks have cut back on new financing to the industry. Funding demand from ship owners has also been muted. Joep Gorgels, head transportation West-Europe with ABN AMRO , said that global lending volumes to date in 2010 for shipping reached US\$10 billion compared with a peak of close to US\$90-100 billion for reported transactions in 2007 and 2008.

'So it is at a very low base at the moment,' he said. 'I expect it to pick up.' Mr Gorgels estimated that volumes could double from this year. 'For banks that are open for business, it is a very interesting market to be in because the good priced deals can be done with less competition,' he said.

'The traditional shipping banks are reducing their portfolios.' Earlier this year, German landesbank NordLB said that it aimed to scale down its shipping exposure. Major lenders to the shipping sector include DnB NOR, BNP Paribas, Royal Bank of Scotland, Nordea and HSBC. RBS said in August that lending conditions in the shipping sector would remain 'challenging for the foreseeable future'.

Mr Gorgels said that he expected the pick-up in ship lending next year to be helped by Asian banks and export credit agencies especially from South Korea and China. Ship lenders in Asia include export credit agency Korea Eximbank, Korea Development Bank as well as Chinese state banks China Development Bank and the China Exim Bank.

'You would see more deals, more participation coming from Asian banks basically helping their own exports,' Mr Gorgels said. With seaborne trade growth moving eastwards, analysts expect banks in Asia to play a growing role in ship financing. 'There are a few new players in the market mainly the Chinese and Korean banks,' said Eri Tsironi, senior vice-president, dry bulk shipping with DVB Bank in Greece.

'For strong corporates, there is an alternative source of financing,' she told the shipping conference in London. Mr Gorgels said that ABN AMRO saw shipping as one of its 'key niches' in banking which it aimed to grow internationally. It has offices for shipping in Athens, Singapore, Oslo and Rotterdam. 'We have experienced teams, we are increasing the teams and there is enough capital for growth,' he said. **Source : Reuters**



HAL' **ROTTERDAM** seen in her new look moored in Nawiliwili, in the back a whole deck was added to fire zone 1, approx 50 additional cabins, and a giant TV over the back deck

Photo : Willem J.M. Kappert (c)

P&I clubs seeing winds of change

In a massive reversal of fortunes, P&I clubs have seen a collective investment return of US\$619 million for the year ending 20 February 2010, compared with a more than US\$800m loss in the 2008/9 policy year, according to Aon, insurance broker and risk management firm. Save any external factors of seismic proportions, market conditions are likely to restrict the upper level of any general premium increase at the February 2011 renewal to 5%, according to Aon's P&I Mid Term Review.

While most P&I clubs have ridden the wave of a bullish equities market to rebuild their Free Reserves, which collectively stand at an all time high of US\$2980m, storm clouds on the financial horizon could threaten to capsize this recovery. However most clubs are taking a 'steady as she goes' investment approach so far with no knee-jerk reactions to the European sovereign debt crisis. Aon continues to warn, though, that while investment income is a

useful source of capital to enhance free reserves, it is a poor substitute for underwriting discipline. Stephen Griffiths, director of Aon Risk Solutions' marine team, commented: "It is hardly surprising that a sharp downturn in world trade during 2009 should have produced fewer 'routine' P&I claims. What is more difficult to explain is the sudden relief in the number and magnitude of so called "pool" claims (individual claims in excess of US\$8m) in 2008, even while the shipping markets and ship employment remained and even reached their peaks. This reduced trend in pool claims was repeated in 2009, albeit with the year starting fairly badly and seeming set to level off some way north of 2008, but well below 2006 and 2007."

In this context the very poor results of 2006 and 2007 appear to be more random in nature as opposed to a "new norm", as some were predicting. Stephen continued: "Looking forward to the 2011 renewal, much improved P&I market conditions on the back of more than ten successive years of general increases indicate a more benign renewal season. Those clubs with sound technical underwriting results and restored free reserves should be in the position to set their general premium increases at or near zero. Some will undoubtedly argue the need for modest general increases to counter the effects of general inflation and will endeavour to 'talk up' future claims as the shipping markets continue their apparent to return to relative normality." **Source: Aon**



The "**Volzhskiy - 10**" seen passing the "Kanaal door Walcheren" loaded with pipes enroute Middelburg

Photo : Huib Lievense (c)

Mundra Port hosts largest container vessel call to India

Adani Mundra Container Terminal (AMCT) at Mundra berthed M. V. **Northern Jaguar** of MSC lines, it is the largest container vessel to call an Indian port till date. Built in 2009, this 115000 DWT, 8400 TEUs capacity vessel is 332 Meter long and 43.2 meter wide. At the time of berthing the vessel's draft was 14.0 m and had a cargo of nearly 95000 Tons on board. The vessel visited Mundra to discharge container cargo at AMCT's state-of-the-art facility. Gautam Adani, chairman Adani Group said "The decision by MSC to dock **Northern Jaguar** at Adani Container Terminal in Mundra demonstrates faith of shipping lines in our facilities at Mundra. We ensure cost effective cargo handling at Mundra thru our state-of-the-art infrastructure coupled with highly skilled and committed workforce and excellent connectivity" Capt. Sandeep Mehta, ED, Adani Logistics Ltd. welcoming the vessel said "This is an important

milestone in the history of Mundra port, it endorses our capabilities to handle large container vessels with high productivity."

AMCT offers the highest average productivity, has the deepest draft, six state-of-the-art super post panamax cranes all having 22 across outreach, excellent connectivity with double stack train running capabilities, and a highly skilled and motivated team. This ensures a quick turnaround for the vessel and fast evacuation of the containers from the terminal. AMCT's crane rates are highest in the country, it averages 34 Gross moves per hour per crane, this is coupled with a truck turnaround time of under 30 minutes. AMCT at Mundra is poised to cross one Million TEU mark this year. Mundra port has 12 berths for handling dry bulk, liquid bulk, break-bulk, project cargo, containers, automobiles and a single point mooring for VLCCs. It has handled nearly 40 million Tonnes of cargo in 2009-10. MPSEZ is also building the world's largest dedicated coal terminal at Mundra that is capable of handling 60 million metric tonnes of coal per annum. It is also developing additional facilities for containers, bulk, liquid and break-bulk cargo at Mundra. MPSEZ is developing port and terminal facilities in India, significant amongst them are at Dahej, Hazira, Mormugao. MPSEZ is looking for opportunities to develop ports on eastern coast of India in states of Tamilnadu, Andhra Pradesh and Orissa. The company has recently opted for developing rail links and ports in Australia as well as Indonesia, specifically to facilitate movement of coal. **Source: indiainfoline.com**

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New service ship for nuclear waste nearly ready

Russia will soon have a brand new vessel for transport of nuclear waste in the Barents Sea. The Italian Fincantieri shipyard is about to finish construction of a vessel with capacity of 720 tons of spent nuclear fuel. The hull and topside of the vessel are already finished and engines are in place, and now equipment for radiation monitoring is being installed, Rosatomflot writes in a press release. The ship will be launched on water in December.

The vessel will be 84 meters long and 14 meters wide and have a depth of only 4 meters. This will make it possible for the vessel to enter any port on the Kola Peninsula. The vessel will shuttle between Gremikha, the Andreeva Bay, the Saida Bay, Severodvinsk and other naval bases in the Kola Peninsula. By far most of the spent nuclear fuel in the region stems from nuclear-powered submarines.

The vessel is a result of an agreement signed by Russia and Italy in 2003 on cooperation on nuclear safety and scrapping of discarded nuclear submarines. Plans for the vessel are drawn by Russian specialists. **Source :** **BarentsObserver**



The **OUED EDDAHAB** seen off Malta – **Photo : Anthony Chetcuti (c)**

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French Carrier Sets Off On Afghan Mission

France's flagship and only aircraft carrier was to set sail Oct. 13 on a four-month mission to fight piracy and terrorism in the Indian Ocean and support NATO troops in Afghanistan. The nuclear-powered **Charles de Gaulle** and its escort group - two frigates, an attack submarine and a refueling tanker - was to set sail from its home port of Toulon after a refit lasting several months, officers said.

In all, the battle group carries 3,000 sailors and 27 aircraft: 10 Rafale F3 fighters, 12 Super Etendard attack jets, two Hawkeye early warning planes and three helicopters.

Rear Adm. Jean-Louis Kerignard, commander of the group, said the force would help allied navies fight piracy off the coast of Somalia and send jets to support NATO in the skies above Afghanistan. The ships will also train alongside allies from Saudi Arabia, India, Italy, Greece and the United Arab Emirates and make two stopovers at the French base in Djibouti before returning to France in February 2011. **Source : Defense News**



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The **TORM MARY** seen approaching Rotterdam – Photo : Martin Kramer (c)

HAVENBEDRIJF BEREIDT KOMST MINDORO VOOR

Op verzoek van de kustwacht en rederij TMS Tankers bereidt het Havenbedrijf Rotterdam de komst voor van de Mindoro, de Griekse tanker die dinsdag 12 oktober op de Noordzee in aanvaring kwam met de Jork Ranger. Het is de bedoeling dat het schip vandaag (vrijdagmorgen) 15 oktober in de haven arriveert.

CASUALTY REPORTING



The heavily damaged tanker **GAGASAN PERAK** seen anchored of Batam (Indonesia) yesterday afternoon with alongside the tug **ASL SENTOSA**, the 2007 built chemical tanker **GAGASAN PERAK** encountered an explosion at Kangean Energy's Sepanjang oilfield early September. The ship, which has a capacity of about 60,000 barrels, was employed to store oil for Kangean Energy, which operates the Kangean production sharing contract at the easternmost islands of East Java. "All crews were successfully evacuated to the ground, while four slightly injured victims received treatment at Kasih Ibu Hospital, Denpasar," At the time of the incident the vessel held around 20,000 barrels of crude, which was in tank 1 and tank 2, while tank 5 was empty.

Photo : Piet Sinke ©

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

NAVY NEWS

First torpedo tests for Yury Dolgoruky

Russia's newest strategic submarine "**Yury Dolgoruky**" is ready for its first torpedo firing, news agency Interfax reports. The submarine will probably launch its first Bulava missile in December. The submarine will in the near future sail out to the Northern Fleet's training area in the White Sea, where it will conduct its first ever torpedo firing a representative from the Navy Headquarters told Interfax on Wednesday. The crew will also carry out final testing of all systems onboard.

The source also said that "**Yury Dolgoruky**" will test launch its first Bulava missile in December, if the next missile launch from "**Dmitry Donskoy**" turns out to be a success. "**Dmitry Donskoy**" is a rebuilt Typhoon-class submarine that is used as a test pad for the Bulava missile. The launch is planned to take place sometime in course of the last ten days of October, as BarentsObserver reported.



The Belgian navy tug **A 996 ALBATROS** seen at the Westerscheldt River – **Photo : Henk de Winde (c)**

Metals firm pleads guilty in submarine case

A Pennsylvania firm and its president pleaded guilty this week to selling metal for Virginia-class submarines that did not meet military specifications. James Bullick, 42, is president of Bristol Alloys Inc., of Fairless Hills. The guilty plea was for one count of major fraud, according to a press release from the U.S. Attorney's office of the Eastern District of Pennsylvania.

The Bullick firm also supplied fake documents that showed the metal had been heat-treated according to contract requirements when no such heat treatments had occurred. Sentencing is set for Jan. 31, 2011. The company faces up to five years of probation. Bullick could be sentenced to up to 10 years in prison followed by three years of supervised release. Both Bullick and his company could pay a maximum \$5 million fine, plus other financial penalties, and be forced to make restitution. Navy submarines are built in a partnership between Northrop Grumman's Newport News shipyard and General Dynamics Electric Boat in Groton, Conn.

According to the charges, Bristol Alloys supplied more than \$1 million worth of metal to a Navy subcontractor between 2004 and 2009 for use in the construction of various parts of subs. The Navy said it was tipped off by the shipyard in October 2009 "of certain administrative discrepancies" involving parts provided by Bristol Alloys to build submarines.

The case was investigated by the Naval Criminal Investigative Service. **Source : [Dailypress.com](#)**

SHIPYARD NEWS

'KL Brevikfjord' delivered

'K" Line Offshore AS (KOAS) has taken delivery of its first large size PSV, '**KL Brevikfjord**', constructed at STX Europe's Brevik yard in Norway.



KOAS, headquartered in Arendal, Norway is the owner and operator of the vessel, and 'K' Line holds 95% of KOAS shares. This newbuilding, which is also the first OSV built for 'K' Line Group, will be chartered for a period of a maximum of eight years to the Brazilian national oil company Petroleo Brasileiro S.A. (Petrobras).

Built to STX's PSV 06 CD design, the 5,100 dwt KL Brevikfjord measures 94.9m long, 20m wide, has a service speed of 15.3 knots, a 1,100m² cargo deck area and a DP capability. She also meets the Clean Design specifications requirements including double-hull structure for fuel oil tanks and is equipped with a ballast water management system prior to the IMO-BWM (Ballast Water Management Convention) coming into effect. **Source : [The Motorship](#)**

Conrad Industries wins ferry order

A contract totalling \$14.9 million has been awarded to Conrad Industries' subsidiary Orange Shipbuilding of Orange, Texas, for the construction of a second new 'Sound Class' ferry.

The 67m by 15.24m vessel will join five ferries currently serving the Pamlico Sound routes in North Carolina from Ocracoke to Cedar Island and Ocracoke to Swan Quarter. Delivery is scheduled for May 2012.

Orange Shipbuilding is currently building the first new Sound Class ferry, which will be completed in summer 2011. The two new ferries will be sister ships, and will each have the capacity to carry 50 vehicles and 300 passengers. They will comply with American with Disabilities Act (ADA) and Environmental Protection Agency (EPA) regulations.

Source : [The Motorship](#)



Seen at Bodewes Shipyards Hoogezand new building mv " **Flinter Artic** " - Photo : Joop Bartels ©

Japan inks order for two PCTCs

Wilh. Wilhelmsen ASA (WWASA) and Wallenius Lines have ordered two new pure car and truck carriers (PCTCs) from Mitsubishi Heavy Industries (MHI). WWASA will take delivery of the first vessel in 2012.



"We continuously evaluate the group's tonnage situation, seeking an optimal fleet," says Jan Eyvin Wang, president and CEO of WWASA. "These vessels are purposely built for the mix of cargo transported by our operating companies and have an efficient design supporting optimum cargo handling and efficient energy consumption." "As a market leader within the rolling cargo segment, it is important for us to position ourselves for future growth," says Wang. "Volumes continue to pick up, albeit from a low level. The newbuildings will secure a high level of service to our customers going forward." WWASA and Wallenius will each receive one of the newbuildings with a capacity to transport 6,459 car equivalent units. The two newbuildings will be sister vessels of ten PCTCs delivered from MHI in the period 2004-2009.

"We have a long and successful cooperation with MHI, having built more than 20 vessels over the last 40 years. In addition to the newly ordered PCTCs, WWASA will receive two ro-ro vessels from MHI, one in 2011 and one in 2012."

As of 30 September, WWASA and partners control a fleet of 125 car carriers and ro-ro vessels and the order book for the group of companies currently comprises 20 vessels to be delivered through 2012. **Source : The Motorship**



Above seen the Tanker **"PYXIS ALPHA"** belonging International Tanker Management into the dry dock in Cernaual Shipyard in Algeciras, Spain, for tail shaft and propeller works.

Photo : David North ©

Indonesian shipyard Marco Polo bags \$3m ship conversion contract

Marco Polo Marine's Indonesian shipyard has scored a \$3m ship conversion contract. The conversion was secured by the Singapore-listed company's yard in Batam, Marcopolo Shipyard. No details were given by the company on the scope of the contract. "We are happy to see an increase in ship conversion projects secured by Marcopolo Shipyard .The increase in ship repair and conversion projects will help the Group in gaining a stronger foothold as a one-stop service centre in the regional shipping industry," said Sean Lee, ceo of Marco Polo Marine. **Source: seatradeasia-online**

Deal to sell shipyards may sink

A major deal for the United Arab Emirates-based Abu Dhabi MAR Group to buy Hellenic Shipyards (HSY), also known as Skaramanga, appeared to be floundering yesterday, apparently over the failure to settle several outstanding debts that still burden the shipbuilding facility.

According to sources, MAR looks set to pull out of the agreement, which was only rubber-stamped by Greek Parliament last month, because HSY still owes 238 million euros in fines to the European Commission for illegal state subsidies that it received in the past. The prospective buyers are also thought to be unhappy with the fact that the shipyards' current owner, German group ThyssenKrupp, has not settled its tax bill with the Greek state.

Abu Dhabi MAR also appears to be concerned that Brussels has written to Greece asking it to cancel the deal and issue an international tender for just the shipyards' commercial operations so that it complies with EU competition regulations. The deal to transfer ThyssenKrupp's 75.1 percent stake in HSY to the Abu Dhabi MAR group was announced on September 19. "After tough and painful negotiations that on occasion reached the verge of failure, the negotiating teams today initialed the deal," a Defense Ministry statement said at the time. No financial terms were disclosed. However, it was clear even at that stage that some problems still had to be ironed out. Iskandar Safa, the managing director of Abu Dhabi MAR, cautioned that "further steps still need to be taken" before the contract comes into effect."

ThyssenKrupp fully acquired HSY, the eastern Mediterranean's largest shipyard, in 2005 but the German steelmaker decided last year to sell the company, accusing the Greek government of breach of contract and of missing payments on a deal to build four submarines for the Greek navy. **Source : Ekathimerini**

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The 1961 built "**Global Constructor**" seen busy installing cyclone moorings in West Australia.

Photo : Roel Schagen van Leeuwen ©

China to build top-class yacht port in Tianjin

China plans to build a top-class yacht port in North China's Tianjin municipality by the year-end, which will allow the country's super-rich to dock their luxury vessels at a port near the capital Beijing, local officials said Wednesday.

The port will cover an area of 900,000 square meters in Tianjin's booming Binhai district and will have 750 berths to accommodate 300-foot-long (about 91.5 meters) luxury yachts, Yang Shihao, a deputy head of Binhai district, said at a tourism festival Wednesday.

Five-star hotels, commercial streets, along with yacht manufacturing and repair bases, will also be set up in the port area. Yang said the project would cost 9 billion yuan (about \$1.35 billion). Only people with an annual income of over 200,000 yuan (\$30,000) will be allowed to sign up for membership to the yacht club to rent a luxury vessel, while members who intend to buy a yacht should have an annual income of over 2 million yuan (\$300,000), officials said.

China has seen a fast-expanding middle class in recent years. The latest Hurun Rich List, published Tuesday, says the country now has 1,363 billionaires; 97 of them boast personal wealth of over 10 billion yuan.

"The time is actually perfect in China for the yacht industry to take off," said David Brightling, general manager of the yacht club of HK-based Rainbow Land Holdings Ltd, one of the sponsors of Dongjiang yacht port. "I think one of the things we can do is to train young people to drive any kind of boat and let them have more fun," Brightling added.

Source : Chinadaily



The **SPRING BOK** seen enroute Rotterdam – Photo : Henk van der Heijden ©

Port Hedland seeks approval for dredging

The Port Hedland Port Authority in Australia has applied for the green light to begin a dredging program that will see the harbour's annual export capacity increase by 50 million tonnes.

The Authority has made applications with the State and Federal environmental regulators and hopes to begin the dredging program by the end of the month, The West Australian reports. The proposed project will remove 17.5 million cubic metres of sediment to clear space for the eight-berth South West Creek development and a turning circle. The Authority hopes the berths will be operational by late-2013. Source : Dredging News Online

Walvis Bay port gets R2,7bn upgrade, corridor seen as alternative trade route for SA

The Namibian Ports Authority, Namport, would invest R2,7-billion on upgrading the port of Walvis Bay over the next three to four years, Walvis Bay Corridor Group (WBCG) CEO Johny Smith said on Tuesday. Namport is one of the members of the WBCG, a private–public partnership that aims to promote the port as an alternative import and export trade route for Southern African countries.

The port would be upgraded to a capacity of 500 000 twenty-foot equivalent units (TEUs) a year by the end of 2013 or early in 2014, while its draught would be deepened to 16 m. Walvis Bay had a current capacity to handle 260 000 TEUs a year and a draught of 12,8 m. Smith noted that a tender had been issued earlier this year, seeking support from finance institutions for the upgrading of the port. A short list of funders has already been selected.

Funding would most likely comprise a combination of development finance and finance from commercial banks, he added. Further, Namport has also issued a tender seeking engineering, procurement and construction contractors for the project. Construction work was expected to start in the second quarter of next year, said Smith.

The multipurpose port was capable of handling all bulk, break bulk and containerised shipments. The WBCG was confident that it could provide, through the port of Walvis Bay, a reliable and safe alternative for the import and export of goods into the Southern African region. The port was connected to most international shipping lanes to and from Europe, North America, South America, the Far East and the Middle East. Product shipments were transported to the rest of Southern Africa through three corridors, namely the Trans-Kalahari Corridor, the Trans-Caprivi Corridor and the Trans-Cunene Corridor.

The Trans-Kalahari Corridor comprised a road linking the port of Walvis Bay to Botswana and Gauteng province, in South Africa. Smith said that the WBCG was hoping to increase the transport of more cargo from South Africa on this route. He noted that by using this corridor and the port, importers and exporters could save at least three days of transit time.

Shipments coming from Europe, North America and South America generally passed along the port of Walvis Bay anyway, while it would take a further five to seven days for ships to reach the Durban port, whereafter goods would still have to be transported inland to Gauteng province. The WBCG guaranteed the transit of any goods from the port of Walvis Bay to Gauteng to be completed within 48 hours, noting that importers could save transport time and reduce costs.

Traffic clearance at border posts between the three countries had also been reduced to between 20 minutes and 30 minutes, owing to the introduction of a single administration document. Botswana, Namibia and South Africa have also agreed to keep the border crossings between the countries open 24 hours a day. The countries were now working on ensuring that they had the human capacity to keep the border crossings operating on this basis.

The WBCG was also looking into expanding a railway network from Gobabis, in Namibia, to Lobatse, in Botswana. A railway line was already in place between the port of Walvis Bay and Gobabis and again from Johannesburg to Lobatse. However, there was a 500-km to 600-km stretch where the railroad could be extended. An expression of interest seeking private sector involvement in building and operating this rail line was put out last week.

Meanwhile, the WBCG was also looking at ways to increase traffic on the Trans-Caprivi Corridor, which connects the Walvis Bay port to Zambia and the Democratic Republic of Congo, and the Trans-Cunene Corridor, which connects the port to Angola. Smith noted that transit times using all three corridors could be reduced, while there was also no congestion at the port of Walvis Bay, ensuring on-time delivery of goods. He further highlighted that the port and the corridors were positive contributors to regional trade. **Source : [engineeringnews](#).**



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The **BOURBON LIBERTY 118** seen in the Singapore Straits - Photo : Piet Sinke (c)

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

Technical problems delay arrival of first of new Sullom Voe tugs

Teething troubles with one of Sullom Voe's new tugs could hinder her arrival in the isles, the SIC's harbour board has been warned. It had been hoped the Spanish-built **Solan** would be due for delivery by the end of this month following post-production trials in Valencia. However those trials have uncovered problems with her directional stability.

A solution could be found in setting the pitch of the propellers at an alternative, pre-set angle, but that could have implications for the vessel's speed capabilities. Another of the vessels on order, the **Bonxie**, has experienced similar problems. Head of ports and harbours Roger Moore said the delay could mean the first tug would only arrive in Shetland in mid November when he met board members on Wednesday. But he warned that was an "optimistic" estimate, which could change.

The meeting heard approximately 60 per cent of the £7 million, 40-metre vessel had already been paid for. Iris Hawkins reduced the acquisition to a metaphor most of us find easier to relate to. She said anyone buying a car or a washing machine would not accept the goods if they were faulty, so why should the SIC accept the tugs?

"At some point I would say take this away, I want a replacement and I want one that's working," she said. Captain Moore said discussions had been ongoing between engine manufacturers and hull designers to figure out who was responsible. He said the council could be in line for a refund, but insisted he had confidence in the type of tug on order.

"There is a section in our contract of specifications that says if the tugs don't meet our requirements, then we could get a large proportion of our money back and look for alternative vessels, but I don't think we're quite there yet.

"While these issues are important the tugs are of good quality. This is not of the council's doing. This is not a bespoke tug – it's a standard design of tug in which we've had a lot of faith over the years." Some board members were worried the delay was costly, with board member Jim Tait warning "time costs money". However Captain Moore said there were penalty clauses included in the contract. He said the tugs, costing £13.3 million in total, were being paid for on a fixed price contract. "We are not over budget on this project," he said.

Rick Nickerson called for a specific detailed report to be brought to future meetings, which would throw up any "major hiccoughs" in future. Chairman Alastair Cooper said he was thankful the council was not to blame for the mess. He said it was up to the tug suppliers to deliver and come up with something of "mercantile quality". **Source : The Shetland Times**



Above seen the combined Dutch and French salvage team involved for the **YM URANUS** case.

Ship redelivered safely in Brest harbour the 12th of October at 1800 LT

Photo : Charles Claden - Senior Salvage Master (c)

Baltic reign of Polish container ports

Both Gdansk and Gdynia are jointly billed to become the Baltic's second most successful container ports in 2010. Growth of both Gdynia and Gdansk started in 2005 thanks to Australian investment funds which paved the way for the

construction of the Deepwater Container Terminal in Gdansk's Northern Docks. The terminal, which became operational in 2007, allowed for larger freight ships to moor at Gdansk, which until then was only served by smaller feeder ships. The launch of the so-called AE10 service to Gdansk, which serves ports including Rotterdam, Hong Kong and Shanghai, has significantly boosted container turnovers, also using smaller vessels.

Feeder services to Russian and Scandinavian ports are provided by container ships operated by both Maersk and Unifeeder, thus implementing the guidelines adopted for the Gdansk port as a container hub on the Baltic Sea. In January 2010, Gdansk port handled over 1.5 million tonnes of cargo. 2005 also saw the construction of a container terminal in neighbouring Gdynia, which until the opening of Gdansk's Deepwater Container Terminal was considered to be the container freight gateway to Poland.

The two ports collectively handled 441,000 TEUs (container units) in the first six months of 2010, coming second to the Baltic's largest port, Gothenburg, which handled 443,000 TEUs in the same period. However, both Gdansk and Gdynia may have a chance to beat Gothenburg to the number two spot in the Baltic, leaving only Saint Petersburg as the leading port in the region, handling around 1.2 million TEUs in 2009. **Source:** [wyborcza.biz/Port of Gdansk](http://wyborcza.biz/Port%20of%20Gdansk)

Nine-month crude volume handled at Ukraine's ports is up 10%, to 10,937,000 tons

Transshipment of crude oil at the sea ports of Ukraine in January-September, 2010 increased by 10% over the same period last year, to 10 million 937 thousand tons, the country's Ministry of Transport statistics said.

In the reporting period the volume of all types of ore transshipped at the seaports rose to 14 million 487 thousand tons (+7%) and coal - to 9 million 230 thousand tons (+0.9%).

The increased cargo turnover was due to a number of measures, the Ministry officials said, in particular, thanks to the scheme of additional loading of bulk carriers at Yuzhny port roads, using the scheme of "free practice" in the Odessa port, which allows the loading of ships before vessel inspection. In addition, the Transport Ministry eyes rebates on handling operations with crude oil at the domestic ports.

Earlier, the Transport Ministry had reported that freight turnover at 18 sea ports of the country in nine recent months amounted to 79,939.7 tons. **Source :** [PortNews](#)

Finnish-Estonian Ship Traffic Booming

Ship traffic between Estonia and Finland is growing significantly faster than any other routes in the Baltic Sea. Last summer, an all-time record was set for passenger travel between the two countries, while cargo traffic has already exceeded pre-recession levels. Nevertheless, plenty of overcapacity remains on the routes.

Freight volumes have been growing steadily since last spring for the three largest shipping lines operating between Finland and Estonia. The biggest of these, Tallink, says that the overall cargo market has grown this year by more than one-quarter compared with the same period of 2009.

This year's volume has already exceeded that of the former record year, 2008. Meanwhile freight on routes between Finland and Sweden is still about one-tenth lower than in 2008, while Finnish-German routes are one-fifth below 2008.

The CEO of Eckerö Line, David Lindström, meanwhile points out that there is still overcapacity. "The competitive situation must be described as tough," he says. Eckerö is the third-largest operator behind Viking Line in terms of passengers, while the two are about even in cargo volumes.

The vessels plying the Estonian-Finnish routes have a total capacity of some 18,000 people on a daily basis. Even this year, just over one-third of those have been filled on average. On the cargo side, capacity has been just over one-quarter. However the figures include weekends, which are popular for passengers but not for cargo. On weekdays cargo capacity is sometimes fully booked. The Estonian capital, Tallinn, lies 84 kilometres south of Helsinki, just two hours by the fastest ferries. **Source :** yle.fi/uutiset

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All-women SA crew sails into history books

Text / Photo's : IVOR MARKMAN (c)



LADIES IN CONTROL . . .

Marine pilot / operations manager Vania Cloete from Mossel Bay, second navigations officer Rembuluwani Nehgovhela from Venda and marine pilot Xolisa Bekiswa from Port Elizabeth, are among the women on board the SA Agulhas during the ship's Cape Town, Port Elizabeth and Durban run this week.

Photo : IVOR MARKMAN (c)

AS the **SA Agulhas** sailed into Port Elizabeth Harbour from Cape Town yesterday morning, a young Port Elizabeth woman edged the ship up to the quayside. Marine pilot Xoliswa Bekiswa, originally from Mthatha but now from Port Elizabeth, is one of 34 women on the SA Maritime Safety Authority's (Samsa) five-day voyage along the South African coastline with an all-women crew.

The Agulhas departed Cape Town on Monday and made an eight-hour stopover in Port Elizabeth yesterday. It left for Durban where it is expected to arrive tomorrow. According to Samsa chief executive Tsietsi Mokhele, the voyage is a world first, encompassing female captain, engineers and harbour receiving staff, and is intended to showcase gender transformation in the industry.

While the Agulhas was in Port Elizabeth, school pupils were taken for tours and shown how large vessels are operated and managed. Bekiswa, who has been piloting ships into and out of the Port Elizabeth Harbour since 2008, said she entered the industry after attending the National Arts Festival in Grahamstown, where she saw a display by Transnet's National Ports Authority (NPA). Since childhood she had been fascinated with the sea. She wanted to study microbiology but was scared of working underwater. Working on a ship "was an incredible opportunity for me to go to sea and be on top of the



water". Marine officer/operations manager Vania Cloete works for the NPA in Mossel Bay. She graduated in 1998 after doing maritime studies. "I was with Safmarine at first and did my cadetship through them. I got my second officer's ticket and then started with TNPA as a trainee tug-master," she said. Her job is to bring ships in and out of harbours. "At the moment I have joined forces with management. I'm the marine operations manager as well as a pilot in Mossel Bay," she said.



FEMALE ENGINEERS ... These three women (from front) second engineer/port operations officer Sibongile Nomala, chief marine engineer Nomazwi Ntsinjana (from Port Elizabeth) and fourth engineer Kim Mainguy were aboard the SA Agulhas when it sailed into Port Elizabeth Harbour yesterday morning.
Photo IVOR MARKMAN (c)

Second navigation officer Rembuluwani Nehgovhela completed matric before receiving a bursary to do maritime studies at the Cape College of Technology in 2004. "Then I did my cadetship and qualified in 2006," she said. She now works at sea for a mining company. The ship is anchored using four anchors. Two of the anchors are dropped forward and two aft. "Basically what I do is I lay the spread under the supervision of the captain. They use GPS for positioning. It is very much computer-aided. "I intend doing it for another three years and then want to get my captain's ticket," she said. Second engineer Sibongile Nomala studied in Port Elizabeth at Russell Road College. Afterwards she qualified as a diesel mechanic and in 2004 she joined Transnet. She then studied at the Cape Peninsula University of Technology. "I work on the pilot boat, **Orient**, the boat used to transport the pilot who docks and sails the ship."

Source : The Herald - Ivor Markman : markmani@avusa.co.za

Port of Gothenburg adds Vaggeryd Inland Terminal

The Vaggeryd Inland Terminal has become an integral part of the Port of Gothenburg. The terminal is the first in the country to take over customs clearance for imported goods. Companies in the Småland region can now benefit from more rapid and more reliable transport.

"This is something of a revolution for the transport industry in Sweden," states Magnus Kårestedt, chief executive of the Port of Gothenburg.

Vaggeryd is one of the 22 locations throughout Sweden and Norway that have a rail shuttle service to the Port of Gothenburg. The shuttles provide import and export companies with direct, eco-friendly transport to the largest port in the Nordic region. Demand has been what can only be described as explosive since the first shuttle service began 11 years ago. The system also offers significant environmental benefits. Last year the shuttles saved 52,000 tonnes of carbon dioxide compared with if the freight were to be transported by road to the port.

To increase the volume of freight traffic by rail even further, the Port of Gothenburg has launched the Railport Scandinavia concept. The aim is for the inland terminals at the shuttle locations to be linked even more closely to the Port by assuming responsibility for tasks previously handled by the port.

Vaggeryd is the first terminal to take over customs clearance of imported goods. The containers can pass quickly through the port, be loaded onto the shuttle to Vaggeryd and remain in storage there until the time comes for the company to collect them. Customs duties and VAT are paid on collection in Vaggeryd and not, as previously, when the containers left the port.

"Swedish companies often have long distances to their import and export markets and anything that can reduce the distance is important to the competitiveness of industry. Now that we are in effect moving the perimeter fence to Vaggeryd, companies in the region have more rapid transport, greater control over their freight and deferred payment of customs duty and VAT," states Magnus Kårestedt.

The Danish retailing chain Jysk has been appointed as a pilot company during the test period. **Source : PortNews**

APM Terminals signs Monrovia concession

APM Terminals signed a 25 year concession agreement to operate and modernize the port of Monrovia, paving the way for a \$120 million investment in its first fully-owned container terminal in Africa.

The company said it will construct a quay, establish efficient yard handling procedures, and install new equipment required to transform the Liberian port into "a more competitive, world class facility capable of handling modern, deep-draft vessels." The Liberian government named APM Terminals, a unit of Denmark's A.P. Moller-Maersk, the preferred bidder to operate and modernize the port.

APM Terminals will upgrade the port to handle ships of up to 4,500 20-foot equivalent units capacity at a 600-meter quay. It will have an initial annual capacity of 75,000 TEUs and 750,000 tons of general cargo.

"As part of APM Terminals long term emerging markets strategy, we have thoroughly investigated the needs of our customers in the market serving them through a gateway into Liberia," said APM Terminals Senior Vice President and Head of New Terminals, Peder Sondergaard.

"This will be the first 100 percent APM Terminals owned terminal in Africa which is a big milestone for us and represents the company's positive outlook for the region," said Hans-Ole Madsen, APM Terminals Vice President for Business Development for Africa Middle East and Indian sub-continent.

Maersk Line, Safmarine, CMA CGM and Grimaldi are the major lines currently calling at Monrovia. **Source: joc.com**

LNG terminal and supply base for Murmansk

Murmansk Governor Dmitri Dmitriyenko has signed agreements on the development of a ten billion RUB LNG terminal, as well as a new oil and gas supply base, in the Kola Bay. The two agreements were among a total of 21 investment agreements signed by regional authorities during the recent Murmansk Economic Forum. The agreements have a total value of 121 billion RUB, MBnews.ru reports.

The agreements, most of them linked with the development of the Shtokman gas field and the development of local infrastructure, confirm the current major investment interest in Murmansk.

Alone the agreement signed by the governor and the company BarentsGaz has a frame of ten billion RUB. According to a press release from the regional government, the BarentsGaz company is to develop an investment project on the construction of a base or reloading terminal for storage, reprocessing and shipments of LNG. The capacity of the terminal is to be three million tons, Oilru.com reports. It is to be located on the eastern shore of the Kola Bay, only about ten km from the City of Murmansk.

Among the other deals signed is an agreement with the United Shipbuilding Corporation on the construction of a new supply base. The new base is to facilitate supplies to hydrocarbon projects on the Arctic shelf. It will engage in the bunkering of ships, loading of goods, storage, repair operations and provision of necessary support for drilling missions on the shelf, Portnews.ru reports. **Source : BarentsObserver**



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Dredging Portsmouth's port is good news for the banana boats

Banana boats, bigger cruise liners and ferries are set to benefit from plans to deepen Portsmouth Commercial Port. Portsmouth City Council has agreed plans to dredge the port, currently 7.5m deep at low tide, to 9.3m, which will safeguard current cargo and container shipping, as well as enabling larger boats to access the port.

Council leader Councillor Gerald Vernon-Jackson said: 'The port needs to do this so its business continues to grow. The plans should help make things easier for the bigger ferries using the ferry port and also to make sure heavier cargo loads can enter the port.' The commercial port, which last year saw 935,922 tonnes of imported goods into the city, including 60 per cent of all bananas imported into the UK, will be dredged between Albert Johnson and Flathouse Quays and the ferry port, the first time since 1991-92 a major dredge has taken place.

Cllr Vernon-Jackson said: 'One reason the dredge is needed is to make things easier for the banana cargoes. At the moment, the boats come from the West Indies, but the port's too shallow for them to enter with full cargo.

'Instead, they have to stop off at Antwerp, then drop off some there, then come to Portsmouth. There's not been any talk of the ships not coming to Portsmouth, but this way it will be easier for them, and it means we can do even more business.' The project will see the area of the port dredged to a depth of 9.3m at low tide at the point where vessels will be docked, five metres from the edge of Albert Johnson Quay. Closer to the edge of the quay will be dredged to 8.3m at low tide.

The estimated cost of the project is £1.016m, and will also include dredging the port entrance, to enable easier access for ships, as well as repositioning HMS Bristol from its permanent berth at Whale Island, to allow ferries using the commercial port a 300m turning circle.

Cllr Vernon-Jackson said: 'This has been necessary since the 204m-long Cap Finisterre Portsmouth to Santander ferry was introduced, as it's a navigational requirement. We also have the Bilbao crossings, and if we hope to attract other larger vessels, we will need the turning space. So we hope **HMS Bristol** will be able to move a little further down the berth it's in, so we can complete the project.' **Source : The News**

Grand Alliance scales back Far East– Europe services for winter

Grand Alliance members Hapag-Lloyd, NYK and OOCL have announced a Winter Program between Europe and the Far East by adjusting capacity to the seasonal demand of our customers. In order to ensure continuation of the service network, Loop D will offer bi-weekly sailings. This temporary service adjustment was implemented effective westbound week 40 (Pusan October 2 2010) and is expected to last until March 2011.

The Grand Alliance continues to offer three services between North Europe and the Far East, covering all major ports with weekly sailings. **Source : SeatradeAsia**

Animo Vlootmaatschappen Flinter boven verwachting

- Eerste twee schepen binnen 4 weken geplaatst
- Nieuwe Vlootmaatschap, Flinter Atlantic, morgen van start
- Verwacht rendement van 25%

Op 17 september startte de inschrijving voor de Vlootmaatschappen van rederij Flinter uit Barendrecht. Via deze maatschappen kunnen particulieren mee-investeren in nieuwe vrachtschepen. Per vandaag zijn de 984 participaties in de eerste twee schepen (gezaamenlijk 4,8 miljoen euro eigen vermogen) al praktisch (>95 procent) uitverkocht. Daarom wordt morgen gestart met de volgende Vlootmaatschap: de Flinter Atlantic, met een eigen vermogen van 5,1 miljoen euro.

“Dat de Rose en Ruby zó snel geplaatst zouden worden, hadden we zelf ook niet verwacht”, aldus CEO Bart Otto van rederij Flinter. “Je verwacht dat de crisis zijn effect zal hebben, maar er is toch veel vraag naar alternatieve investeringen. Zeker met de voordelen die onze Vlootmaatschappen via de Willekeurige Afschrijving bieden”.



Vlootmaatschap: initieel meer terug krijgen van de fiscus dan je betaald hebt

De Vlootmaatschap is een door PwC bedachte constructie, die gebaseerd is op een crisismaatregel van het kabinet: de Tijdelijke Willekeurige Afschrijving-regeling (TWA). Hierdoor wordt het voor particulieren met een inkomen in de 52%-schijf interessant om in de nieuwbouwschepen van Flinter mee te investeren. Door de TWA mag er namelijk versneld worden afgeschreven. En omdat een groot deel van de schepen met vreemd vermogen in gefinancierd, kan de participant meer afschrijven dan alleen het eigen vermogen dat hij of zij zelf heeft ingelegd. In het geval van de Flinter Atlantic betekent

dit dat iemand die in 2010 15.000 euro investeert, dit en volgend jaar 18.267 euro van de Belastingdienst terugkrijgt. Bart Otto: “Dat is een aantrekkelijk onderdeel van de regeling, waardoor je weer snel over je geld kunt beschikken. Maar vergeet niet dat er ook een belastinglatentie is van 6.230 euro, die je bij verkoop van het schip na acht jaar moet betalen. Belangrijker is echter dat dit een solide investering is met een geschat rendement van zo'n 25 procent én een maximaal risico van nog geen 3.000 euro. Ik denk dat dát verhaal de investeerders nu zo snel op onze schepen heeft doen afkomen.”

Wereldwijd en multipurpose

MS Flinter Atlantic, die in de komende Vlootmaatschap zit, wordt door Ferus Smit in het Groningse Westerbroek gebouwd. Deze scheepswerf bouwde eerder al 27 andere schepen voor de Barendrechtse rederij. De Flinter Atlantic is een multipurpose-schip, geschikt voor verschillende ladingen. Ze meet 11.000 ton en is 133 meter lang. Mede omdat ze volgens de hoogste Zweeds-Finse ijsklasse wordt gebouwd kan ze wereldwijd ingezet worden. De Flinter Atlantic zal gaan varen in een inkomstenpool met vier zusterschepen. Na de Flinter Atlantic staat er nog een vierde schip in de planning voor 2010: de Flinter Aland. In dit schip kan ook via een vlootmaatschap worden geïnvesteerd.

Ruling is afgegeven

Voor deze Vlootmaatschap heeft de Belastingdienst op 15 juli 2010 een ruling afgegeven. Dit garandeert dat de fiscus toestaat om over de jaren 2010 en 2011 de grote aftrekposten op te voeren. Het prospectus voor de uitgifte van de participaties van Maatschap Flinter Atlantic is goed gekeurd door de Autoriteit Financiële Markten (AFM).

Over Flinter

Flinter is in 1990 klein begonnen met een kustvaarder van 3.000 ton, genaamd 'Flinterborg'. Inmiddels is Flinter uitgegroeid tot de vijfde rederij van Nederland met ongeveer 450 werknemers, vestigingen in Rotterdam, Antwerpen, Helsingborg en Helsinki en ruim 50 schepen in eigendom of in beheer.

Het merendeel van Flinter's schepen vaart onder Nederlandse vlag en valt dus onder Nederlandse maritieme wetgeving. De schepen zijn goed onderhouden en verkeren daardoor in een uitstekende staat. De schepen voldoen daarbij aan de hoogste veiligheids- en milieueisen, hebben een hoog opgeleide bemanning en kennen een goede walorganisatie.

Flinter is wereldwijd actief en heeft vaste vaarroutes in en naar Europa, Noord- en Zuid-Amerika en Afrika. Jaarlijks wordt meer dan vijf miljoen ton lading vervoerd. Uiteraard van haven tot haven maar ook in toenemende mate van deur tot deur.

Uitgebreide informatie over Flinter en de Vlootmaatschap is te vinden op: www.flinter.nl of www.vlootmaatschap.nl

BERICHT VAN TYSMA LEMS

De Belastingdienst heeft miljoenen terugbetaald aan in Nederland wonende zeevarenden die ten onrechte premies volksverzekeringen hebben betaald.

Dat is het gevolg van een toezegging die het Ministerie van Financiën heeft gedaan aan het Capelse bedrijf Tysma Lems dat is gespecialiseerd in de fiscale advisering en het opstellen van aangifte inkomstenbelasting van zeevarenden.

De in Nederland wonende zeevarenden betaalden over de jaren 1989 tot en met 1996 premies volksverzekeringen hoewel ze toen in sommige gevallen niet verplicht verzekerd waren. Een besluit bepaalde namelijk dat wie in Nederland woonde maar buiten Nederland werkte, niet verzekerd was. "Daardoor waren in Nederland wonende zeevarenden dus uitgesloten.", zegt Vincent de Groot van Tysma Lems.

Het Capelse bedrijf procedeerde tot de Hoge Raad der Nederlanden tegen de gang van zaken. In 1997 kregen de zeevarenden gelijk van het hoogste rechtscollege. Een groot aantal relaties van Tysma Lems kreeg daarna grote bedragen terug.

"Toen hoorden meer zeevarenden over deze mogelijkheid.", vertelt De Groot. "Sommige claims werden door de fiscus toegewezen, maar anderen kregen nul op rekest met het argument dat hun aanslagen onherroepelijk vaststonden." Tegen die rechtsongelijkheid heeft De Groot geprotesteerd bij het Ministerie van Financiën.

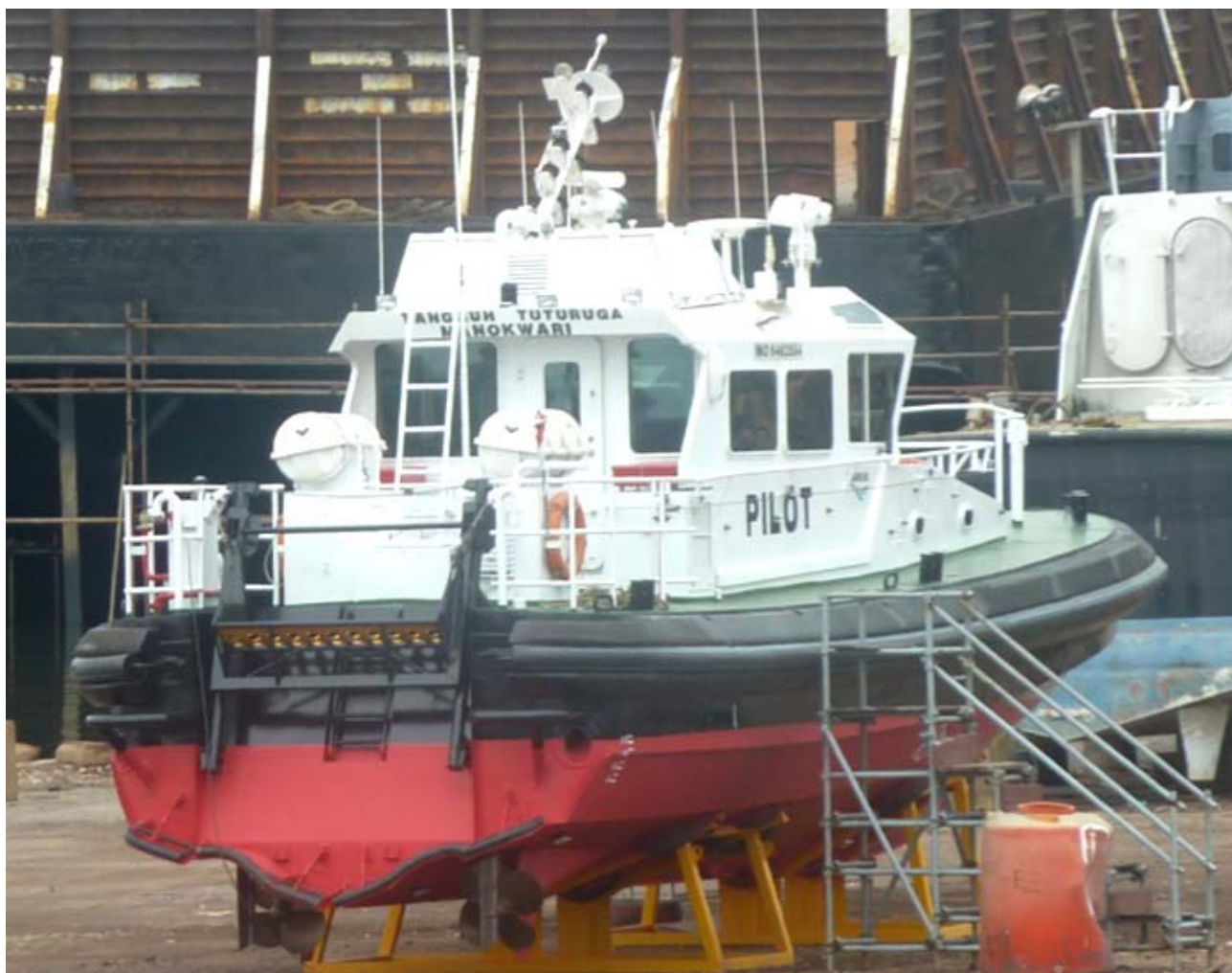
Na jaren van correspondentie en overleg kwamen het Ministerie van Financiën en Tysma Lems tot overeenstemming. Het ministerie stelde de Belastingdienst op de hoogte van de koerswijziging. Dit betekent volgens De Groot dat naar schatting duizenden zeevarenden recht op teruggaaf hebben.

Het gaat om zeevarenden die in het tijdvak van 1 juli 1989 tot en met 1996 minimaal drie maanden buiten Nederland werkten. Perioden van onder meer tussenliggend verlof worden niet gezien als onderbreking van de periode van arbeid buiten Nederland. Onbelangrijk is of de werkgever in Nederland of in het buitenland is gevestigd. De teruggaaf is van belang, omdat het AOW-pensioen van 65-plussers met twee procent kan worden gekort voor elk jaar dat ze niet verzekerd waren.

Het ministerie heeft inmiddels laten weten dat de regeling met ingang van 1 januari 2011 ten einde loopt. Hoewel Tysma Lems dit tracht aan te vechten is het van belang dat u zich voor 24 december 2010 aanmeldt bij Tysma Lems. Hierdoor is een eventuele teruggaaf waar recht op bestaat, vastgelegd en kan deze ook na 1 januari 2011 nog worden uitbetaald.

Is deze regeling op u van toepassing? Meldt u nu meteen aan! Meer informatie op www.tysmalems.nl/premie.htm of download meteen het intekenformulier op www.tysmalems.nl/download/inteken_premie.pdf.

.... PHOTO OF THE DAY



The pilot tender **TANGGUH TUTURUGA** seen under maintenance in Batam, the pilot boat is based in MANOKWARI (West Papua – Indonesia)

Photo : Piet Sinke (c)

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

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