

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 329



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**The 270.000 DWT GLORY BRAZIL, (ex-Waterman N, ex-Hyundai Giant)
seen in Rio de Janeiro**

Photo : Edson Lucas - Guanabara Bay, Rio de Janeiro (c)

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EVENTS, INCIDENTS & OPERATIONS



T.O.S. welcomes Branch Managers from abroad



All the branch managers from abroad and the board of directors

This week T.O.S. invited all the foreign branch managers at its head office in Rotterdam. Like every year all branch managers gather to review the past year and make plans for the year to come. T.O.S. especially welcomed Marcelo Cintra. He is the new branch manager of the joint venture TIM, in Rio de Janeiro, Brazil. **Source: T.O.S.**

Tanker Captain Dies at Sea

The body of a tanker captain was brought ashore on Phuket, Thailand, Nov 22 2010 after he died on board his ship about 6pm Nov 21. Thai Marine Police sent a vessel to the tanker when news of the death was reported. The captain's body was carried to Phuket's Customs Pier, on the east coast, shortly before noon. The tanker, with a crew of 17, was on its way from Singapore to India. The captain was found dead in bed. His body was taken to Vachira Hospital, where it will await notification by Chinese officials of relatives and the ship's owners. The tanker is continuing on its voyage to India. The name of the tanker captain is Weihua Kong, 58. His family has been informed. Angel No.1 IMO 9470662, dwt 7681, built 2009, flag Hong Kong. **Source : Mike Voitenko**



Seen on 13/7/10, the tug [Abbe](#) working with the barge [Madicken](#) in the port of Stockholm. Note how the hawsers are passed from the barge outside the tugs bulwarks and in through her quarters, under her towingbar and onto her towing hook. - **Photo : Iain Forsyth ©**

Attack on a French Navy Ship

Somali pirates have attacked by mistake the command and refueling French military vessel sailing in the Indian Ocean. She is deployed in the region to support the European naval force, in combating piracy. After several exchanged gunfire shooting, the attackers fled the attack area, but one boat was tracked by the battle ship for one hour, and fell on the "mother ship" of the attackers. The French seamen have captured "six alleged hijackers, fuel and equipment that is clearly anything but not for fishing" reported the deputy spokesman of the army.

This is the second time that the Command ship is targeted in this region. A previous attack in October 2009 had resulted in the arrest of five criminals. "The Ship looks strangely like a merchant one, so we believe that the attackers acted again by mistake", said Colonel Steiger. **Source : All Africa**

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Death aboard Carnival cruise ship investigated

Federal authorities are investigating the death of a passenger aboard a Carnival cruise ship last week. The passenger, whose identity was not released, died on **Carnival's Liberty** ship during a cruise last week. FBI agents in St. Thomas are handling the investigation, said a Miami FBI spokesman Michael Leverock, referring questions to an agent there.

A spokesman could not immediately be reached. Carnival spokesman Vance Gulliksen said in a statement that evidence suggests [the death] was medical related. In respect to the privacy of our guests, we are not able to release specifics on the nature of the medical condition," he wrote. **Source : miamiherald**



Built as the bouy tender **GREVELINGEN** in 1950 renamed later in **BORNDIEP**, was involved in a collision on December 12th 2007 with the **NYK ESPERITO**, laid up after the accident and above she is seen getting scrapped at the **Treffers** premises in Haarlem – **Photo : Willem Koper ©**

Hellas: Ship owners acquire 205 ships worth \$5.2 billion from the beginning of the year

Second hand ships purchases from Hellenic ship owners have risen by 50% since September when container ships came to the spotlight. According to a report from ship broker Golden Destiny, during October alone 30 vessels were reportedly purchased from ship owners from Hellas, with bulk carriers and container holding 70% of the total volume of their acquisitions. During October, Chinese owners' share in the secondhand market has tapered off, holding around 9.3% of the total volume of secondhand transactions versus 21.4% of Greek investors.

From the beginning of the year till the end of October, Greek owners have purchased 205 vessels equaling a total invested capital around \$5.2 bn, while Chinese owners have bought 148 vessels equaling a total invested capital around \$2.5 bn. "It seems high unlikely Chinese owners to outpace Greek buyer's strength in the secondhand market till the end of the year, as a lot of Far East buyers seem to keep their appetite for 2011 expecting new asset lows in the bulk carrier sector. In the newbuilding business, Greek owners appear less competitive than in the secondhand market holding around 9% of the total volume of units reported on order. However, Greek owner's investment plans have been raised by 18% since previous month's activity, due to a significant rise of 167% in the container sector with Greek owners placing orders in post panamax and small panamax segments. Its remains to be seen, if the Greek owners' purchase interest for newbuilt containers will continue through the last quarter of the year, whereas their secondhand activity has been resumed at firmer levels in the bulk carrier sector with ongoing interest for the purchase of secondhand container units" said Golden Destiny.

According to the shipbroker October witnessed strong levels of S&P activity almost in all sectors with Greek buyers retaining their competitiveness in the secondhand market versus Chinese. In total, 140 vessels reported to have changed hands equaling a total invested capital region \$2,3 billion, signaling a monthly increase of 46%. Bulk carriers bounced back their firmness, as 40.7% of the total volume of secondhand transactions is reported in the bulk carrier sector, while tankers appear appealing assets for investment. Commenting on the dry bulk market, it said that in the newbuilding market, bulk carriers uphold their lion share as 53% of the total volume of newbuilding transactions is reported in the bulk carrier sector. In total, 76 units reported to have been ordered by Greek and foreign buyers equaling a total deadweight ordered of region 6,7 million tons. October proved to be one more month with brisk business in the already overbooked bulk carrier sector, posting a monthly rise of 4%. A new report from BIMCO on October raised new alarming figures in terms of the continuous threat of oversupply in the dry bulk market, as a result of the high pace of newbuilding orders. According to BIMCO figures, the active fleet has grown by 11.6% so far in 2010, driven by the 55 million dwt that has been delivered year to date. By the middle of July, the amount of new tonnage delivered in 2010 surpassed the 2009 record level of 43.5 million of deadweight.

On the other hand, the demolition activity in the sector is still at low not comforting levels for the industry, even the 200% rise in the number of units reported to have been headed in the scrap yards throughout October. In total, 15 bulk carriers reported for scrap equaling a total deadweight of around 815,000 tons, a record high number of activity since the beginning of the year. However, during the period January – October 2010, 85 vessels reported to have sent to the scrap yards equaling a total deadweight around 4,2 million tons, a figure which is quite low considering the excessive tonnage ordered since the beginning of the year and the pending deliveries for 2011. During a similar period of 2009, the figures were far more encouraging for the industry as 185 vessels were scrapped equaling a total deadweight of around 7,8 million of tons. In the period charter market, the fixture activity has been subdued since August 2008, signaling a drop of 46.3% as 74 vessels reported to have been fixed within October with newbuilt and modern capesizes being the most popular candidates by the charterers, while on August the total number of fixtures estimated to be 138 vessels. The regular fixture period is up to 12 months as the dry market is recently on the slide and charterers prefer not to be committed to longer charter agreements. As for the container sector, the S&P activity is being dominated by Greek owners who hold 75% of the total volume of containers reported to have changed hands within October. Additionally, 42% of the total number of units reported on order in the container sector has been placed by Greek investors. In total, 12 containers reported to have changed hands equaling a total invested capital region \$246,000,000, indicating a monthly drop of 33%. However, containers appear to be popular purchase candidates with attractive investment opportunities also in the newbuilding business. During October 2010, 19 units reported on order equaling a total deadweight of around 2 million of tons, whereas the demolition activity is standing at virtual standstill with only 2 units reported for scrap equaling a total deadweight of 54,870 tons. During January to October 2010, only 65 containers reported to have been headed to the scrap yards equaling a total deadweight of around 1,7 millions tons, down by 57% comparable with a similar period within 2009 when 151 vessels reported for scrap equaling a total deadweight of around 4,5 million tons. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

British Shipping Safety Awareness award winners announced

The shipping minister, Mike Penning MP has presented the 2010 British Shipping Safety Awareness Awards at the Chamber of Shipping. The top three awards have been given to cadets who have suggested the best idea to improve health and safety at sea. Prizes have also been given to their training colleges. The ideas should be original, innovative and capable of implementation. The winning suggestions include a rail-lock to improve safety when entering the holds of tankers and crude carriers, a medical emergency panic button for use in engine rooms and a new fire fighting



nozzle. Rear Admiral Sir Jeremy de Halpert KCVO, CB, Deputy Master of Trinity House also attended the presentation, representing Trinity House, the General Lighthouse Authority for England and Wales, which has sponsored the competition for the third year running.

First prize has been awarded to Adam Creber, who is 20 years old and comes from Saltash in Cornwall. Adam is studying on the Foundation Deck Marine Operations programme at Warsash Maritime Academy. His training is sponsored by BP Maritime services. Adam has suggested a safety lock harness for use on entry into the empty tanks on board tankers and crude carriers. Adam has frequently entered tanks as part of his training and observed that with steep ladders and potentially 6-8M drops, there was little in place to prevent a fall. In his project, Adam suggested the use of a rail-lock system. This would involve a hardened piece of metal clipped parallel to the stair hand rail which would follow the user as they descend the stair way. A safety harness could be attached to the user and, if forced by a fall, would lock.

Second prize has been awarded to Steven Walker. He is 21 and from Ardrossan, Western Scotland. He is studying the Scottish Professional Diploma in Engineering at the City of Glasgow College. His training is sponsored by Zodiac Maritime and managed by Clyde Marine. Steven's idea was for an emergency medical panic button to be carried specifically in engine rooms. When activated it would emit a wireless signal to a hub directly connected to the main computer console. Third prize has been won by Simon Curtis, who is 25 and from Nomansheath, Cheshire. He is enrolled on the graduate engineer programme at Warsash Maritime Academy his training is managed by Chiltern Maritime and he is sponsored by Trinity House. Simon has suggested a special fire-fighting nozzle that could deliver both high expansion foam and water mist. The national awards, which have been running for more than 15 years, attract entries from all over the country. Open to all trainee officers and trainee ratings studying Merchant Navy Training Board approved courses, the awards are sponsored by Trinity House and organised by the Chamber of Shipping. The students have won cash prizes for their work.

- First prize is £1,000 for the winner and £400 for their college
- Second prize £750 for the student and £400 for their college
- Third prize wins £500 and again £400 for their college

Source: British Chamber of Shipping

Container shipping rates continue to fall

For the 18th consecutive week, global container shipping rates have continued to fall, raising further concern within the industry. Rates on services to the US west coast also slid \$43, to reach \$2,159 per teu, and services to the east coast were down \$98 to \$3,459 per teu. Analysts at the Shanghai Shipping Exchange (SSE) said: "The demand in European services didn't show any signs of recovery this week, and the capacity available on the market was still in over-abundance.



The **HANJIN TIANJIN** seen arriving in Rotterdam-Europoort – Photo : Harry van den Berg ©

"Yet despite the excessive capacity, carriers didn't seem to lower the price; while some of them were poised to cut capacity in order to regain market equilibrium. The SSE added: "It seems North America was also impacted by a similar predicament in Europe and the Mediterranean, as surplus capacity remains. "In addition, the fourth quarter has always been a slack season for the box shipping industry, so the freight rate was expected to maintain the slump trend." Source: Irish Trucker

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Indian warship fires warning shots ahead of Restis bulker

The Indian Navy fired warning shots ahead of a Restis Group bulker, the 57,000 dwt Bahamas-flag **Dynamic Striker**.

The ship, managed by Restis's Enterprises Shipping and Trading, arrived in Mumbai October 28 and remained anchored there with a cargo of 34,752 tonnes of coal until yesterday, when it departed the port without unloading the coal and, according to Indian authorities, without fulfilling "the necessary formalities." It also, according to local reports, switched off its communications equipment.

This was not pleasing to the cargo consignee, Ispat Industries. However, the Ispat folks didn't just hop up and down on the quay shaking their fists as the ship disappeared over the horizon. They went to the police and filed a complaint of criminal breach of trust by the carrier against the ships' 22 crew members. "The buyer company, Ispat Industries, paid \$1.7 million in instalments for coal and the last payment was made yesterday," the Times of India quotes a police official as saying. The complaint set in motion a joint Coast Guard and Navy intervention. According to reports, the ship stopped only after the **INS Angre** fired warning shots ahead of it. It was last reported headed back for Mumbai under escort. **Source : MarineLog**



The **HANSA MAGDEBURG** seen in Rio Grande – **Photo : Marcelo Vieira ©**

S.Korea raises port security, no maritime disruption



South Korean port agents urged oil tankers and cargo vessels travelling near the maritime border with North Korea to take extra security precautions on Wednesday after Pyongyang's shelling of a South Korean island. Tuesday's attack on Yeonpyeong island, one of the heaviest since the Korean War ended in 1953, has not slowed shipping traffic along the coastline of Asia's fourth largest economy, traders said.

The ports of Incheon, Pyongtaek and Tong-Yeong, all located near the disputed border with North Korea, have raised their security to Level 2, adding patrol

officers to search more ships and facilities, port agents said. The highest security is Level 3.

"Ships are asked to also maintain the same security level as the ports with more watchmen and security searches until further notice," said Minchol Ji, port state control inspector at Incheon. With the exception of the added security, maritime traffic operated as normal with at least 70 oil tankers, dry bulk carriers and container vessels located at the port of Incheon, around 100 km from where the shelling took place in Yeonpyeong.

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"I haven't heard of any real impact yet," said a Shanghai-based shipbroker. "It all seems to be functioning as per normal with much closer attention to news updates." South Korea's top refiner SK Energy and KOGAS, the world's biggest buyer of liquefied natural gas, both said that operations were not affected by North Korea's artillery strike. "There are no disruptions at all in our main shipping ports, both in the west and east. Everything is running as usual," said a spokesman with SK Energy.

South Korea is the world's fifth largest crude importer and No. 2 buyer of liquefied natural gas. Imports of LNG typically surge from October to January because of increased winter demand for heating. The country's three largest LNG import terminals were located at ports where security has been heightened. Shipping was not expected to be disrupted unless tensions explode into a major conflict, analysts said. "There would probably have to be an all-out war for shipping in the region to be significantly affected and that would probably be limited to that area," said Teddy Tsai, shipping analyst for DnB Nor Markets in Singapore. "If things worsen, you may have a war risk premium placed on insurance but that would be passed on to clients," he added.

Neil Smith, senior manager of underwriting for Lloyd's Market Association, said it was too early to say whether insurance premiums would increase. Freight futures initially spiked on news of the attack on Tuesday as investors worried of possible shipping delays, but fell back hours later. Freight forward agreements for December on the benchmark Middle East to Japan crude tanker route closed at W68.25 on Tuesday, down 5.75 points from the previous session. "Paper was trading like mad on the news -- any possibility of a delay will do that," said a Singapore-based trader. "Then later it all calmed down and everyone was calling for peace, prompting a market drop." **Source : The Star**



Above seen the **VOS VEDETTE** arriving in Aberdeen

Photo : Jim Prentice – www.Caledoniantransportphotos.blogspot.com ©

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Toxic gas halts salvage of grounded MSC Chitra in Mumbai

TOXIC gas leaks has stopped Geneva's Mediterranean Shipping Co (MSC) unloading containers from the grounded 2,314-TEU **MSC Chitra** until the ship has been raised and the hold drained and ventilated. "Gases have restricted container recovery, sometimes to one or two per day. The monsoon has passed there is often no wind to clear gases, and the crane barge has to be pulled away when gas levels were unsafe," said MSC in a notice to trade about salvage operations at the entrance of Mumbai's channel, the site of a ship collision on August 7.

"With dry holds and drained containers a better success rate is hoped for to bring the remaining containers and cargo out. Container and recovery operations have now ceased until the vessel has been raised," said MSC. MSC said conditions "continue to be very difficult with high levels of toxic gas from the cargo and now hydrogen sulphide from deteriorating cargo". MSC said 314 containers have been recovered from the containership after its collision with the 33,113-ton bulker **Khalijia 3**, according to India's Economic Times. Some 600 of the remaining containers are "proving difficult to unload. Therefore, it has decided to raise the vessel," the report said. India's shipping administration said the containers would be recovered after the vessel was raised. "It is to the credit of everyone involved that we could fast pace the efforts to such an extent that the ship will be lifted up in a few days," said an unnamed official. In a notice to trade on November 16, MSC said 280 of the 314 salvaged containers have been landed while the remainder await customs clearance, reported American Shipper.

"Severe delays have been experienced landing the recovered containers ashore," MSC said. "This is due to a combination of customs delays, port congestion, and commercial issues arising because the damaged containers cannot be handled normally and each container requires significant berth time and space [sometimes up to 12 hours each]. "MSC has searched for and found some disused berths in the port area and has obtained permission to reactivate these to land damaged containers. This work has commenced but, in the meantime, the damaged containers are stored on barges," said the MSC statement.

The estimated 596 containers remaining on board (as of November 16) are fully submerged, with many damaged by monsoon seas and others deformed by the expansion of wet cargo from inside. That has made lifting them out in one piece difficult to impossible, MSC said. "To have the best opportunity of recovering cargo the decision has been taken to raise the vessel with the remaining containers and cargo on board, during which operation the holds will be pumped out," the notice said. "MSC is committed to doing business in India and has already expended tens of millions of dollars on this operation," said the company. "The circumstances continue to be difficult." A list of containers salvaged and available for survey will be published and updated regularly on MSC surveyors' website. Login is "MSC" and the password is "containers". **Source : Schednet**

Baltic index posts gain, outlook positive

The Baltic Exchange's main sea freight index, which tracks rates to ship dry commodities, rose for the first time in over three weeks on Monday as a pick up in cargo activity bolstered sentiment. The index, which gauges the cost of shipping commodities including iron ore, cement, grain, coal, and fertiliser, rose 1.11 per cent, or 24 points, to 2,179 points in the first gain since Oct 28. The index had fallen for 17 straight sessions previously, dropping over 20 per cent.

Brokers said higher iron ore exports from Australia and Brazil, stronger coal demand from China, and more period interest had buoyed freight rates. 'In the short term the market is trying to rebound and reach its fair value,' said Georgi Slavov, head of dry research and structured products at ICAP Shipping. 'It should be a pretty good market for the next couple of weeks on capes for sure and also panamaxs will benefit from that.' The Baltic's main index has been erratic this year, as it was in 2009, because of swings in Chinese demand for iron ore, the primary ingredient of steel. It reached a 2010 peak of over 4,200 points in May.

The continuing decline in iron ore imports from India has forced China to source the key steelmaking component from further afield, customs data showed. India banned exports from the key iron ore producing state of Karnataka in July as part of a campaign against illegal mining, and the ban was upheld by the state's high court last week. 'With less Indian exports, Chinese steel mills will have to look for volumes from Brazil and Australia, boosting capesizes as Indian exports usually favour supramaxes,' Arctic Securities said.

The Baltic's capesize index rose 1.67 per cent, with average earnings rising to US\$34,542 in a fourth session of gains.

Capesizes typically haul 150,000 tonne cargoes such as iron ore and coal. 'A balanced supply / demand dynamic in the Atlantic and the emergence of strong coal demand as winter approaches seems to be supporting (capecize) rates at current levels, in our opinion,' Cantor Fitzgerald said. Brokers said players were waiting to see if China would raise interest rates, which could lead to a pullback in ore imports and shipping activity. **Source : Reuters**

CASUALTY REPORTING



Tanker Caspian Stream laden with LUKOIL's cargo refloated near Astrakhan

Tanker **Caspian Stream** (owner LLC Palmali, Rostov-on-Don) was refloated and is heading for Astrakhan with a cargo of 6,000 tons of oil products of OAO LUKOIL, PortNews reports citing the Russian shipping company Palmali.

The ship passing via Volga-Caspian Canal on Nov. 21st ran aground near the port of Astrakhan (3,057.8th km of the river Volga). There were no damages to the hull or oil spill reported. A spokesman of the shipowner said in an interview with PortNews that "according to the radar at the time of the accident the ship was within the fairway." Palmali believes the accident was caused by a low water level in the Volga River (- 79 cm from the planned depth) and the absence of buoyant conditions in the canal due to the closure of the navigation. Palmali Group specializes in cargo transportation in the Mediterranean, Caspian and Black Seas. Palmali is a general carrier of oil companies SOCAR (Azerbaijan) and LUKOIL (Russia) to the south direction. The company has long-term contracts with TNK-BP for shipping petroleum products. The Palmali's representative offices in Russia are open in St. Petersburg, Novorossiysk and Rostov-on-Don. **Source : Portnews**

Container ships collide near Nurpur

A container ship got stranded in Hooghly in South 24 Parganas district on Tuesday morning after colliding with another container vessel. The 12 crew members are safe. **Green Valley**, a Bahama registered container ship, collided with a Gibraltar-registered vessel — **Tiger Spring** at the confluence of Hooghly and Rupnarayan rivers at Nurpur, close to Haldia and around 50 km south of Kolkata.

"The **Tiger Spring** was severely damaged and had begun to sink, but now the salvage work is over," said LN Meena, Superintendent of Police, South 24 Parganas. AK Bagchi, the director of the Marine Department of KoPT, said there was no oil spill from the vessels. Mukul Roy, Minister of State for Shipping, who had rushed to the spot, said: "The river channel became narrow after its western bank became silted and ship movement was restricted to the eastern flank. The accident took place because of miscommunication between the pilots of the two ships." A five-member committee has been set up to probe the matter, he said. The case will also be looked into by the South 24 Parganas police.

"After unloading its containers at the Kolkata Dock System (KDS) of Kolkata Port Trust (KoPT), the Colombo-bound **Tiger Spring** was going back through Rangaphala channel. The **Green Valley** — coming from Singapore to KDS — hit it," said Bagchi. The incident had no impact on ship movement to and from KDS as the collision occurred outside the shipping channel. "The damage to the **Green Valley** is not extensive and it was brought to Diamond Harbour dock for repairs," said KoPT chairman Madan Lal Meena. "Our employees will start repairs on **Tiger Spring** from Wednesday. The vessel is likely to be removed by Thursday." **Source : Indian Express**

NAVY NEWS



The Royal Navy Type 23 Class frigate **HMS SOMERSET F 82** seen leaving Valletta, Malta on Monday 22nd November 2010.

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

Brazil in the market for new submarines

The Brazilian navy plans to buy a fleet of 20 submarines. In the next three decades the navy plans to purchase a fleet of six nuclear powered and 20 conventional submersibles. While 15 of the submarines will be new, five will be refurbished.

The navy has estimated the cost of building the first nuclear powered submarine will be 2 billion euros. Funds will be paid over to the French DCNS shipyard for development of the first sub, which will be more expensive than the subsequent models due to research and development costs. The expanded Itaguaí shipyard in Rio de Janeiro will become home to the Brazilian submersibles.

Brazil, a global oil and gas power, is purchasing the vessels in order to protect its resources **Source : BritainNews**



Slovenia's **Svetlyak class** patrol boat, The **Triglav**, docks at the port of Koper November 21, 2010. The 49 meters (160.7 feet) long Russian-made multi-purpose patrol boat arrived on Sunday as a part of a debt settlement deal between the two countries, according to local media.

Navy submarine fleet on the prowl off the coast of Western Australia

The Royal Australian Navy has three Collins class submarines at sea, with **HMAS Dechaineux** and **HMAS Collins** sailing from their base at Fleet Base West at HMAS Stirling for Anti Submarine Warfare exercises.

ASWEX is an important exercise in the Royal Australian Navy's annual calendar, bringing together frigates, replenishment ships, Navy aircraft and submarines as well as aircraft from the Royal Australian Air Force. **HMAS Collins** had been visiting the east coast of Australia but has returned to her home port to participate in ASWEX. **Collins** steamed over 10,400 nautical miles around Australia, with port visits in five states and territories. She also qualified 20 new submariners and had 17 sailors complete professional development qualifications.

HMAS Dechaineux has returned to duty after an incident with a civilian tug boat which damaged her propeller earlier this month. The repairs to the propeller took only a week to complete, at the Henderson shipyard in Western Australia. The operation was coordinated by the Australian Submarine Program Office. Chief of Navy Vice Admiral Russ Crane has congratulated all involved.

"To replace a major piece of equipment as fast as this, shows how well Navy and DMO are working with our civilian contractors. The Australian Submarine Program Office only opened in February this year. They can be rightly proud of this achievement," Vice Admiral Crane said.

HMAS Waller is also at sea carrying out training after undergoing scheduled maintenance. "Our goal has always been to have three submarines consistently ready for sea," Vice Admiral Crane said. "This will allow us to continue training our new submariners as outlined in the Submarine Workforce Sustainability Review. It's another step closer to our goal of standing up a fourth submarine crew by the end of next year. " **Source : Australian Government**

SHIPYARD NEWS



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The chemical tanker "**GLOBAL SEA**" belonging North Sea Tankers (The Netherlands), under afloat works at **CERNAVAL Shipyard** in Algeciras, Spain.

Photo : David North ©

Nevsky Shipyard launches salvage ship Spasatel Karev

Schlisselburg-based Nevsky Shipyard (Leningrad Region) launched the **Spasatel Karev** (Rescuer Karev), a lead rescue ship of project MPSV07 with rated power 4MW, the Marine Engineering Bureau press office said.

The vessel is built by order of the Federal Agency of Maritime and River Transport of Russia in accordance with the Federal Program "Development of the transport system of the Russian Federation for 2010-2015". The newbuilds include two more vessels of the project, the **Spasatel Kavdeykin** and the **Spasatel Zaborschikov**.

Nevsky Shipyard LLC, a subsidiary of JSC North-Western Shipping Company (part of UCL Holding), is located 40 km from Saint-Petersburg in Schlusselburg on the left bank of the Neva River. Nevsky Shipyard is one of the oldest enterprises of water transport of Russia's the North-West. The company has been engaged in shipbuilding since 1952. NS builds sea-going and river vessels of various types and purposes and provides all kinds of ship repair. Nevsky Shipyard's slipway allows launching and lifting for repair 140-m-long vessels with dock weight up to 2500 tons.

Marine Engineering Bureau is a private design and engineering firm recognized by Russian Maritime Register of Shipping Russian River Register and Ukraine's Register of Shipping. **Source : PortNews**



The **NORMAND PROSPER** seen moored in Rotterdam – Waalhaven - **Photo : Marijn van Hoorn ©**

Fire at HSL creates panic

A fire accident at the Hindustan Shipyard on Tuesday created panic. The fire, which was said to have broke out at about 6 p.m. following short-circuit in the VIPs' dining room near the Chairman's office, damaged some parts of the ceiling and furniture. The yard put out the fire with its own fire brigade.

An enquiry was ordered into the incident. HSL was taken over by the Ministry of Defence in February from the control of Ministry of Shipping. **Source : The Hindu**

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The drillship **West Capella** while drilling in Nigeria @ Usan field - Photo : Nico Paduano ©

Coast guard ship used by oil companies

Questions are being raised over the use of a Canadian Coast Guard icebreaker by two oil companies for research that could help them make a case for drilling in the Arctic. CBC News has learned that for a minimum of \$50,000 a day, BP and Imperial Oil paid to use **CCGS Amundsen** — Canada's most advanced research ship which is dedicated to the study of climate change — for a total of six weeks over the past two years.

The oil companies want to study the environmental impact of their exploratory oil drilling plans in the Beaufort Sea, in the Arctic Ocean. Steven Guilbault of the Quebec environmental group Équiterre called it a grave irony. "[It's] a slap in

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the face of international research on climate change," he said. "That the same vessel that has been used years after years after years to try and help us to understand climate change in the Canada, in the North, and in the Arctic in general, is now being used by companies who profit out of making the problem worse."

The ship is run by a scientific group based out of Laval University in Quebec City called ArcticNet. Louis Fortier, the lead researcher, said it's a good way to help pay the millions of dollars it costs to keep the Amundsen running. He said it is a marriage of convenience that benefits the Canadian public. BP and Imperial will use the data they've gathered in an environmental impact study to support an application to drill for oil in the Beaufort Sea, he said.

By using the ship, Canadians can be assured any decision to drill will be based on the best possible data, he said. Fortier added that the data belongs to ArcticNet — meaning scientists outside the oil industry have access. BP and Imperial declined to be interviewed. Claude Langis, the coast guard's regional director for Quebec, said he has no problem with the Amundsen being chartered by oil companies. He said it's perfectly in line with the policies of the federal government. But NDP MP Nathan Cullen blasted the move.

"This is the same BP that spilled 800 million litres of oil into the Gulf of Mexico," Cullen said during question period in the House of Commons on Tuesday. "It was refitted at the cost of \$30 million to taxpayers to research climate change. Not to look for oil for some of the biggest polluters on the planet. "Why are the Conservatives using this ship, meant to be fighting climate change, to throw out the welcome mat for risky Arctic drilling?"

Minister of Fisheries and Oceans Gail Shea said the research being done benefits all Canadians. "We all benefit from the science that happens, and in this case, what was happening was an examination of the environment to better understand impacts associated with industrial activities," she said. **Source : cbc.ca**



Capt. Piet Sinke of **T&T Bisso Salvage Asia** seen performing a presentation in the **Manila Club** about Salvage for the **Propeller Club** on the **Philippines**
Photo : Richard van der Werf ©

Idle containership fleet rises to 336,000 TEU or 2.4pc

IDLE containership capacity has risen to 336,000 TEU or 2.4 per cent compared to 328,000 TEU in early November, reports the Paris-based maritime research agency Alphaliner. The total number of idle ships dropped to 142 vessels, from 148 units in early November. Eight postpanamax vessels and nine maxi-panamaxes of nearly 5,100 TEU are now idle due to service withdrawals and shrinking demand for the winter season.

In response to the decrease in cargo volumes, carriers do their best to keep most their ships operational by launching new services and extending service loops. Idle boxship capacity currently stands at 189,000 TEU compares to 707,000 TEU a year ago. But utilisation has not been enhanced. The drawback of this is a pressure on cutting freight rates. The Shanghai Containerised Freight Index (SCFI) has been falling for 20 weeks in a row. **Source : Schednet**



The **SEA FLOURISH** seen anchored in Manila bay yesterday morning – **Photo : Piet Sinke ©**

Dredging approved at Australia's Port of Albany

ABC in Australia reports that, after five years the state government has granted final approval for the Port of Albany's proposed dredging plans. The dredging is a part of the infrastructure requirements for the proposed Grange Resources Southdown Magnetite Mine in Wellstead.

The planned dredging will lengthen, widen and deepen ship entry into the port, allowing Cape class ships entry.

Approximately nine hectares of land will be reclaimed with spoils from the dredging and dumped to the east of the current Port woodchip site. Featuring a processing shed and a new berth, it is at this site that slurry from the mine site in Wellstead will be received by pipeline and de-watered, with the final product then transported onto ships.

Other dredging spoils will be dumped in between Bald Head and Breaksea Island, in the South Channel leading out of King George Sound. Varied tests have been conducted to determine the site's suitability including investigation of the stability of the site. Albany Port Authority CEO Brad Williamson says that the dumping site has met all the Environmental Protection Agency and State Government's requirements. **Source : Dredging News Online**

DryShips buys options to build up to four drillships

DryShips Inc. says it has entered into an agreement with "a major South Korean shipyard" for the option to construct up to four ultra deepwater drillships. The new vessels would be sisterships of the four SAIPEM 10K design drillships under construction for DryShips' Ocean Rig subsidiary at Samsung Heavy Industries, but with further upgrades to the specification.

Each of the four options can be declared within twelve months of this agreement, with deliveries ranging from 2013 until 2014. The total project cost is estimated to be about \$600 million per drillship. The agreement includes a non-refundable slot reservation fee of \$24.8 million per drillship that will be applied to the drillship contract price if the options are exercised.

Mr. George Economou, Chairman and CEO of DryShips Inc., said: "We are pleased to announce our agreement for the option to construct up to four state of the art ultra deepwater drillships, to be constructed by the leading South Korean shipyard in the offshore segment. This agreement is a step towards our vision to build OceanRig UDW into a premier pure play in the ultra deepwater drilling segment. The ultra deepwater market has turned a corner and we believe this is the bottom of the newbuilding price cycle. We see strong demand for state of the art ultra deepwater drillships and are confident of customer demand for these drillships." He said the "embedded optionality" of the agreement "allows us to take advantage of the various employment opportunities we see in the market without unduly stressing our balance sheet." **Source : MarineLog**



The **MAERSK NIAMEY** seen assisted by the **SMIT ZWEDEN** and **TEXELBANK** in Rotterdam
Photo : Frans Sanderse ©

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PetroChina, SCF to develop the concept of VLCC

A subsidiary of CNPC, China's biggest supplier of oil and gas, PetroChina company and Russian shipping company Sovcomflot signed yesterday, in St. Petersburg an agreement on strategic cooperation, PortNews correspondent reports quoting Sovcomflot President & CEO Sergey Frank who was delivering lecture for students at Graduate School of Management of St. Petersburg State University.

"They have entrusted us to develop the concept of a 320,000-ton tanker ", Sergey Frank said. The concept includes the development for the Chinese partner a scheme of transportation of oil by large tankers of VLCC class.

"We have invitation from the Chinese side for cooperation in this market segment. We are working", added Mr. Frank. "They see us as a priority partner". Sergey Frank did not explain whether the agreement provides for construction of new very large crude carriers. The issue is under discussion, he said.

As PortNews has earlier reported, Rosneft and China National Petroleum Corporation signed a Memorandum of cooperation on November 22nd in St. Petersburg. Besides, Sovcomflot and PetroChina signed a framework agreement on strategic long-term cooperation.

PetroChina Company Ltd. is a Chinese oil company and is the listed arm of state-owned China National Petroleum Corporation (CNPC), headquartered in Dongcheng District, Beijing. It is China's biggest oil producer, and is the world's most valuable company by market value as of September 28th 2010. PetroChina is the first company to reach a trillion dollar market capitalization.

Sovcomflot Group, founded in 1995, is one of the largest Russian shipping companies. Sovcomflot's fleet comprises of 146 ships of total deadweight of over 10 million tons. The company shipbuilding program includes 10 ships of total 800,000 DWT. The average Sovcomflot's tanker age is some 7 years (world's average - 12 years). The Group ranks the first in the world in the segment of commodities carriers, the second - in Aframax vessels segment. The company has the world's largest Ice Class vessels fleet. It is also the top global operator of Arctic shuttle tankers and LNG carriers with Ice Class. **Source : PortNews**

Philippine President told: Send notice of termination to Belgian contractor Manila

Lake based groups Pambansang Lakas ng Kilusang Mamamalakaya ng Pilipinas (Pamalakaya) and the umbrella alliance Save Laguna Lake Movement (SLLM) on Tuesday pressed President Benigno Simeon Aquino III to send the notice of termination to the Belgian contractor scrapping the ambitious P 18.7 B Laguna Lake dredging project.

The anti-dredging groups made the call a day after the Belgian firm **Baggerwerken Cloedt En Zoon (BDC)** announced it would pursue an international arbitration upon the receipt of formal notice of termination from Malacanang. Sources from the BDC said a senior official from the Belgian Embassy in Manila would recommend to the Belgian government and the European Union to suspend all investments in the country, as it is an unreliable and unprofessional country to do business with.

"Who cares if the Belgian government and the European Union suspend all their investments in the country. Frankly speaking, we don't give a damn if they decide to pull out their investments in Manila. How could you accept an undertaking like the P 18.7 B dredging project that would destroy practically everything-- the people's livelihood, the communities and the inland environment?" says Pamalakaya national chair and SLLM convener Fernando Hicap in a press statement.

The Pamalakaya official said Malacanang should serve the formal notice of termination to BDC and tell the Belgian government and European Union to stop bullying and scaring the Filipino people with the looming pull out of their investments.

Pamalakaya and SLLM said there is more to discover on the P 18.7 Laguna Lake dredging project aside from corruption and issues pertaining to possible destruction of fisherfolk livelihood, summary evictions of 400,000 fishing and urban poor families along the lake and devastation of the 94,000 hectare lake as principal source of fish and water-based food among 6 million people in Southern Tagalog and National Capital Region (NCR).

Last month, Pamalakaya and SLLM wrote Olivier de Schutter, the UN Special Rapporteur on the right to food to look into cases of food and fish basket destructions in the Philippines that include the P 18.7 B Laguna Lake dredging project and offshore mining activities in Central Visayas, Palawan and Bicol region.

"The dredging is set up to clear all obstacles to the red carpet entry of big investments and large-scale projects interested in converting the lake for profit ventures. The necessity to stop this project because of its devastating impact to livelihood, environment and food security is of paramount concern," the groups told Schutter in their letter.

Pamalakaya said the dredging of Laguna Lake appeared like a ground breaking project to pave way for more projects in the lake under the banner of public-private partnership (PPP) like the construction of Rizal International Airport in Taguig City beginning 2015.

The group said the dredging is a precursor the reclamation of 3,500 hectares of waters in Taguig City where 35,000 fishing and urban poor families will be summarily evicted, as well as other reclamation activities around the 94,000 hectare lake.

Aside from reclamation activities, Pamalakaya also linked the dredging project to other plans in nearby lake towns of Taguig City specifically the lake wide dredging for the purpose offlood control has been planned for the grand privatization and sell out of the lake—the government plans to construct a 9.8 kilometer wide road and dike from Taguig to Taytay, another one—a 9.5 km stretch road and dike from Bicutan to Taguig, a 28-km road and dike structure from Sta. Rosa to Calamba City, another 32-kilometer wide dike and road from Bay to Sta. Cruz, a 28-kilometer stretch of roads and dikes from Siniloan to Kalayaan, all in Laguna province and an additional 10-kilometer road in lake portion of Tanay in Rizal.

According to Pamalakaya, Laguna Lake is a home to 6 million people according to the latest population survey conducted by the national government. Around 2 million are living in the immediate surroundings and lake shore of Laguna de Bay. Co-existing with the 6 million people are the 23 fresh water fishes and the 10 salt water fish species and the 26 types of lake-water based plants which regularly provide direct and immediate livelihood to 100,000 fishing families in Laguna Lake.

The yearly fish production in Laguna Lake through fish capture and fish culturing (fish pens and fish cages) amount to 410,000 metric tons which supplies the fish food needs of more than 10 million people in Metro Manila.

"The dredging project if not terminated or stopped will affect the fish and food production capacity of Laguna Lake and this will create a major fish and food crisis for the people of Laguna Lake and the National Capital Region and will affect the livelihood of more than 100,000 fishing families sourcing their livelihood directly from lake resources," the letter said.

"The P 18.7 billion dredging project is also an environmental catastrophe in the making. The sorry state of Laguna Lake reveals it is already in the Intensive Care Unit (ICU) and allowing project like this which has no scientific proven basis will fast-track the death of the 94,000 hectare lake," Pamalakaya added. **Source : Allvoices**



The Maltese registered tanker, "**SPIRO. F**" of Falzon Service Station Ltd, Malta. Built in 1968, 55mtrs, seen leaving Grand harbour to Marsaxlokk.

Photo : Gejtu Spiteri ©

LAUNCHING OF BLUE STAR DELOS



The launching of the first of two new car-passenger ferries to be deployed in the Cycladic Island routes in the summer of 2011, took place on Saturday 20th November, at Daewoo Shipbuilding and Marine Engineering Co., Ltd in Korea.

BLUE STAR DELOS is an ultra-modern car-passenger ferry, with a service speed of 26 knots, length 145,9m, breadth 23.2m and a capacity for 2.400 passengers and 427 private vehicles or 57 freight units and 148 private vehicles. Furthermore, it has 32 passenger cabins with 122 berths.

The ship has comfortable public spaces and all the amenities, offering year round luxurious and comfortable travel. **BLUE STAR PATMOS**, the

second vessel under construction in the same shipyard, will be ready for deployment on the Greek Domestic routes in the spring of 2012.

This investment, which is the only one for the Greek Domestic Routes, reflects the continuous effort of Attica Group to offer a high level of services, with new, modern and fast vessels and aims to contribute to the further development of the ferry transport to the Greek islands.



The **SEASAFE SUPPORTER** seen moored in Cape Town - Photo : Aad Noorland ©

British Waterways awards national dredging contract

British Waterways has awarded a national dredging contract to marine-based civil engineer Land & Water Services Ltd.

The initial contract from December 2010 to March 2015, will run up to and beyond the launch of the new waterways charity which is scheduled to take over the custodianship of British Waterways' canals and rivers in 2012. Increasing the forecast spend on dredging in each of the next two financial years to £5m, the award of a single national contract to Land & Water will allow British Waterways to deliver more dredging for the investment available.

Whilst still to be finalised, 2011 dredging priorities are likely to include the Leeds & Liverpool Canal between Farnhill and Bingley, stretches of the Monmouthshire & Brecon Canal and the Aylesbury Arm of the Grand Union Canal. Ian Marmont, national dredging manager at British Waterways, comments: "Funding in the public and charitable sectors over the next few years is going to be particularly tight and we must ensure that we get the absolute maximum benefit from the money available. With plans to prioritise spend on dredging in each of the next two years, this national contract with Land & Water is welcome news for the waterways and those that use and enjoy them."

James Maclean, managing director of Land & Water Services Ltd, said: "This single-source contract award is a reflection of the long-term partnership we have been developing and investing in with British Waterways for more than 15 years." "We have always believed in the philosophy of 'working together' and we welcome the incentives in our new contract to find ever-greater efficiencies, increase recycling opportunities, and reduce the environmental impact of our joint operations. This longer-term commitment provides us with a trigger for further investment in vessels and technologies that will ultimately benefit the UK's canals and rivers in the longer term. We are grateful indeed for this opportunity." **Source : Dredging News Online**

MORE CRUISE SHIP INVESTMENT PLANNED FOR COBH

By : Tom MacSweeney.

More investment is planned for the Cobh Cruise Ship Berth by the Port of Cork in the Irish Republic. Cork Port Commercial Manager, Captain Michael McCarthy, is working on the preparation of the visiting cruise ship programme for next year. This year has been very successful with 100,000 passengers aboard 53 vessels which called to Cobh.

"We are keen to grow the business even more over the next five years," he says. "This will mean further investment in what is Ireland's only dedicated cruise berth, to handle even larger ships and increase the number of overnight stays. Following investment over the past five years, some of the largest liners in the world can berth in Cobh. The region is the biggest beneficiary from the cruise ship business and we would like to see support from the local authorities and organisation to this investment."

Captain McCarthy has a target of increasing this year's number of ship visits to 75 over the next five years. The feedback from cruise ship companies which have included a call to Cork is very positive, he said. Attractions include direct access onto the quayside for passengers, the history of Cobh itself and the rail service to Cork City.

PRESENTATIE BOEK "HET GESCHONDEN GELAAT VAN DE STAAT"

Aanstaande **VRIJDAG 26 november** om 16:00 zal in de Frits van Poelzaal van Nieuwspoort het boek **HET GESCHONDEN GELAAT VAN DE STAAT** worden gepresenteerd, Business Nieuw Radio zal op vrijdagmorgen rond 11.00 uur aandacht wijden aan 'Het geschonden gelaat van de Staat'. **George Rechlin's** boek is opgedragen aan professor **mr. J.C.M. Leijten**. Het eerste exemplaar zal worden uitgereikt aan de heer **Huub Elzerman**, voorzitter van de Nederlandse vereniging van Journalisten, waarmede al die journalisten geeerd zijn, die met kritische vasthoudendheid die misstanden aan de kaak zijn blijven stellen, die politici en ambtenaren maar al te graag onder het tapijt hadden willen vegen. Inmiddels hebben zich ook de heren Mr. H.C.G.L. Polak, Drs. J. Poot en P. Poot voor de presentatie aangemeld. Tot vrijdag! **George Rechlin**

Shanghai's port continues to rank first in the world

The Statistical Bureau of Shanghai and Shanghai's border inspection stations jointly issued the Port of Shanghai operational data for October. In October, the volume of containers, ships and passengers entering and exiting from the port all maintained a large growth over the same period from last year. In the first 10 months of 2010, container throughput at Shanghai Port reached nearly 24 million TEU (twenty-foot equivalent units, a measure of container capacity), which is still more than that of the Port of Singapore. This means the Port of Shanghai has ranked first in the world for three successive months, maintaining its position as the largest port in the world. In October, container throughput in the Port of Shanghai stood at more than 2.3 million TEU, up more than 8 percent compared to the same period last year. According to the statistics by the Waigaoqiao Border Inspection Station, the Waigaoqiao Port Zone completed a throughput of nearly 1.2 million standard containers, one half of the Port of Shanghai's total volume. Its throughput of goods reached 10.3 million tons, equal to that of the same month in 2009. According to statistics, the Yangshan Port Zone completed a container throughput of 835,100 TEU in October, up by more than 25 percent compared to the same period of last year, including 337,300 standard water transport containers. According to data issued by the Maritime and Port Authority of Singapore (MPA), the Port of Singapore completed container throughput of more than 2.3 million TEU in total in October and nearly 23.6 million TEU in the first 10 months of the year.

Source: People's Daily Online

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<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>

.... PHOTO OF THE DAY



Two New Zealand flagged vessels seen 19.11.10 undergoing survey work in the Lyttelton dry-dock. The trawler **Amaltal Explorer** is based in Nelson while the small coaster **Rangitira** trades between the South Island port of Timaru and the Chatham Islands to the east of New Zealand.

Photo : Alan Calvert ©

De Kerstkaarten van de KNRM zijn weer te koop via <http://kerstkaarten.knrm.nl>

In eerste instantie zijn ze natuurlijk bedoeld om uw wensen voor de kerstdagen en het nieuwe jaar aan uw familie, vrienden en bekenden over te brengen. Door kerstkaarten van de KNRM te bestellen steunt u echter ook direct het reddingwerk langs de Nederlandse kust. En u helpt om de KNRM bij een grotere groep mensen bekend te maken. Het formaat van de kaarten is 13,0 x 16,5 centimeter.

De KNRM-kerstkaarten kosten € 8,50 per dozijn (12 stuks), inclusief de enveloppen en de kosten van verpakking en toezending.

Plano (ongevouwen) kaarten

Bedrijven of organisaties kunnen de kaarten ook ongevouwen bestellen, zodat men ze kan laten bedrukken met een passende tekst. Gelieve bij de bestelling duidelijk het vakje PLANO aan te kruisen. Het bedrukken van de kaarten met een eigen tekst dient men zelf te verzorgen. De kaarten worden MET een zogenaamde vouwriil geleverd.

**Houd u rekening met een levertijd van drie weken.
Bestel dus vóór 1 december 2010 om verzekerd te zijn van een tijdige levering.**

Naast de kerstkaarten is er voor het jaar 2011 ook weer een mooie kalender te bestellen voor € 7,50. Kijk op <http://kerstkaarten.knrm.nl> voor deze kalender, het KNRM vlaggetje, het jubileumboek "Buiten Beeld" en natuurlijk de kerstkaarten.