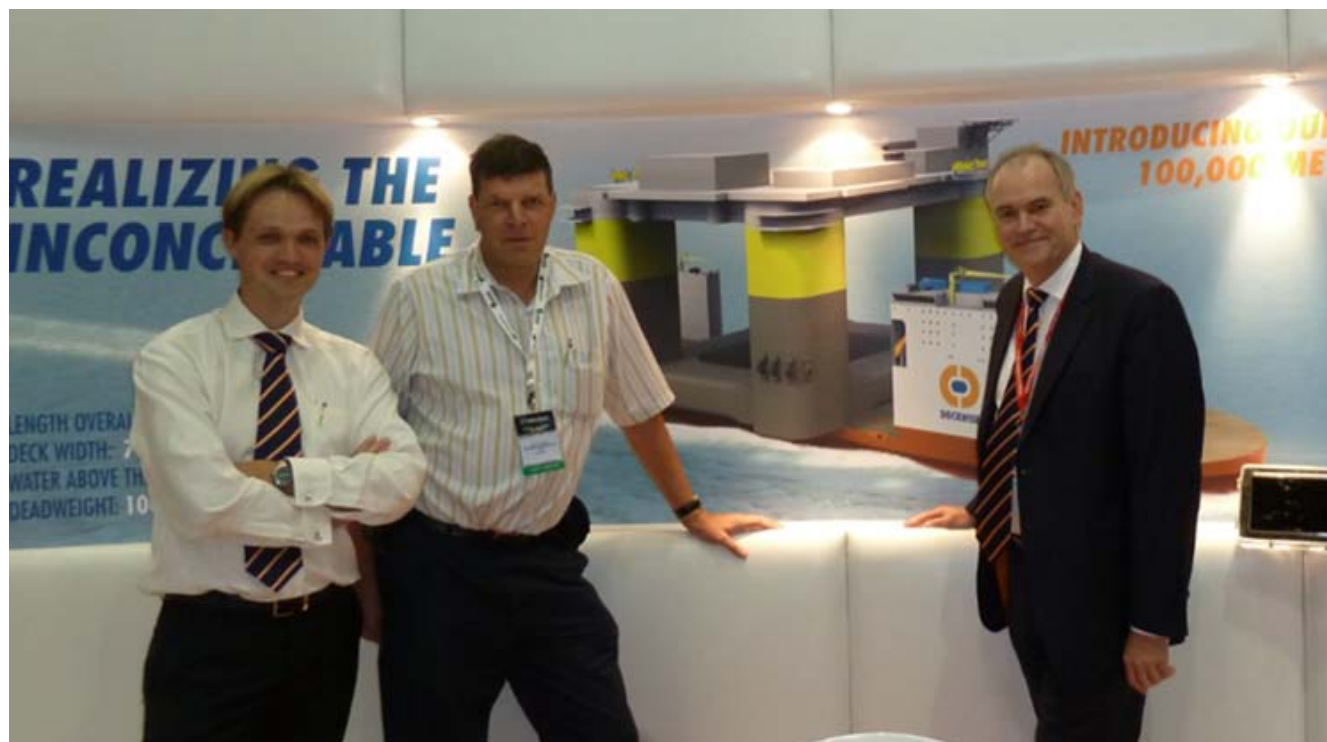


DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 337



Number 337 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Friday 03-12-2010**

News reports received from readers and Internet News articles copied from various news sites.



From the left Jan Wolter Oosterhuis (Dockwise), Shippingnewclippings editor Piet and Gerard Jansen (Dockwise) seen in front of the new to built 117.000 275 mtr long Super Heavy Lift vessel for Dockwise at the OSEA exhibition in Singapore

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“OSEA” HELD IN SINGAPORE



Today is the last day of the **OSEA**, the largest Offshore exhibition held in Singapore this year, this year is was held at level 4 & 6 at the **SUNTEC convention centre**, the exhibition started Tuesday November 30th until tonight 18:00 hrs

Rik Zwinkels of **HALLIN** said :

Hallin Marine has again been supporting OSEA this year. It is understood that this 2010 event is the largest, with the most companies attending, since the inauguration of OSEA in 1976.

With a stand on the 6th floor of the Suntec Convention Centre, Hallin Marine has

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 337

received good attention throughout the exhibition. With a continuous representation of all Singapore based divisions of **Hallin Marine** (Prospect Engineering, Marine, Manufacturing and East division) the stand was well manned at all times. Besides keen interest for the core business as an Integrated Subsea Contractor, there was a lot of attention of the new building of the Compact Semi Submersible "Derwent". This innovative but cost effective platform for subsea services is currently under construction on Batam Island, is due for delivery in Q2 2012, and is designed to perform subsea tasks such as IRM, subsea construction and Light well intervention.



Hallin Marine, since February this year part of the **Superior Energy Services** group of companies, keeps expanding and currently has representation not only in Singapore, which is the companies' headquarters, but also in Indonesia, Australia, Dubai, UK, Angola, US and Brazil.

This OSEA exhibition and conference has been a good event to look back on the markets in 2010, but more importantly share views and create interest for the future. With an upbeat picture confirmed in the opening

presentation of Mr. John Westwood of Douglas-Westwood, we are confident that, in the longer term, the offshore subsea industry will offer lots of opportunities for Hallin Marine for further growth.

OSEA 2010 is the biggest oil and gas event in the Asia Pacific region and is featuring 1,362 exhibitors from 47 countries and regions. The trade show occupies a record 25,000 square metres of exhibition space. It is 15 per cent bigger than the previous edition in 2008 and the largest in the event's 34-year history. The four-day event was a showcase with the newest technologies and solutions from industry giants and is the choice networking and sourcing platform for professionals. Some 22,000 business and thought leaders, industry professionals and government officials from 60 countries and regions attended this biennial trade event.

Located in Singapore, a strategic hub for the global marine and offshore industry, **OSEA2010** has benefited from the acceleration of offshore exploration and production activities in and beyond the region. The global offshore operations



and maintenance expenditure is projected to total US\$330 billion from 2010 – 2014, with the projection for 2014 showing a two-fold growth over figures in 2005.

Annet Boers of **IMTECH MARINE** said :

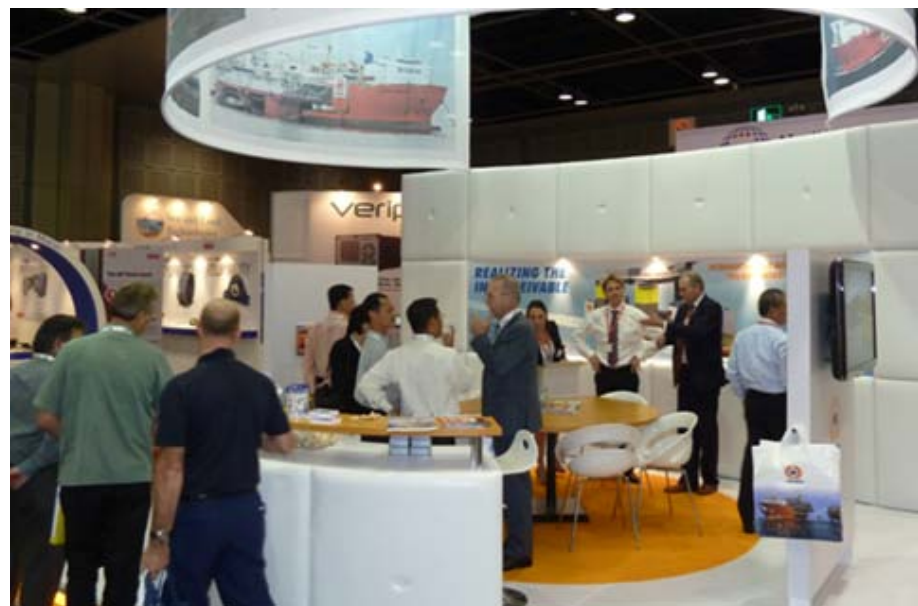
'Imtech Marine has targeted a number of exhibitions we think are strategically important in the worldwide shipping industry, such as SMM, Marintec, Norshipping, Europort. We present Imtech Marine at these exhibitions. For the offshore market and Asia region, OSEA has been added to this list, it shows great potential.'

Imtech is observing a recovery of the technological maritime market in the Far East, and a growing intake of orders in this region over the past year. With a total of 10 local offices, Imtech has a strong position in this region and sees

good opportunities for further growth. We are a technical services provider of complex and tailor-made, innovative technology solutions in the area of automation, energy & drive, HVAC, AV entertainment and navigation & communications. This expertise enables Imtech to offer an extensive range of services to both Asian and Western shipyards and owners who have their vessels built and operated in the Far East.'

The Singapore marine and offshore engineering industry, having carved a reputation for consistent high quality and timely delivery, has grown consistently over the past five years, with 2009's total industry output at S\$20.1 billion. The country maintains its position as the world leader in the building of jack-up rigs, offshore platforms and Floating, Production, Storage and Offloading vessels (FPSO) units holding a global market share of more than 70 per cent.

Some of the world's largest oil and gas companies have looked to Singapore to set up operations, R&D and



manufacturing facilities to take advantage of the consistent high quality of services here. In line with the rising importance of the marine and offshore industry in Singapore, OSEA2010 has expanded to accommodate the increasing demand for more sophisticated technologies and solutions from companies; anchoring its position as the eminent sourcing and networking platform for the industry.

Jan Wolter Oosterhuis of **Dockwise** said :

*The OSEA conference turned out to be a great succes for **Dockwise**. The event was a fantastic opportunity to showcase Dockwise' new super vessel and to strengthen our relationships*

with all our business friends in the region. Dockwise has only been present in Singapore for 18 months now, but already we see the tremendous added value of pro-actively reaching out to our customers and business partners in this part of the world. South East Asia is truly a growth market for us and with all the upcoming offshore activities here, we are planning to further expand our position as world leader in Heavy Marine Transport and Offshore Installation activities.



Wednesday evening the Dutch Ambassador to Singapore **Hans Jansing** with his wife **Barbara** hosted at their residence a large "Maritime" cocktail party with excellent food which evening was sponsored by **Dockwise, Smit, Van Oord, Heerema** and **Boskalis**.



The successful "Maritime" cocktail party at the residence of the Dutch Ambassador in Singapore

All photo's : Piet Sinke ©

The OSEA did see an increase in the number of group pavilions from eight in 2008 to 10 this year from Australia, China, Denmark, Finland, Italy, Netherlands, Norway, Singapore, United Kingdom and United States

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A large offshore supply vessel (OSV) with a white hull and orange accents is shown on the water. The vessel is carrying several smaller vessels on its deck, including a tugboat and a barge. The vessel is equipped with various cranes and lifting equipment. The background shows a clear blue sky and calm water.

CHARACTERISTICS
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The Dockwise logo, which consists of a stylized orange 'D' with a blue circle inside, and the word 'DOCKWISE' in blue capital letters below it.



The **Nor Chief** with the VLCC "**IDA**" on tow to the breakers in Chittagong.

Photo : via **Cornelis Jagt** - Operations Manager

'Actie Dos Santos bij CPA heeft geen basis'

President-commissaris van Curaçao Ports Authority (CPA), Amparo Dos Santos (PS), is op een illegale manier bezig om informatie in te winnen bij het havenbedrijf. Niet alleen zijn zijn acties illegaal, maar dit geldt ook voor zijn beslissing om directeur Marcelino 'Chonky' De Lannoy voor een week verplicht met vakantie te sturen en hem de toegang tot het gebouw te ontfemen. Alle handelingen die hij nu als waarnemend directeur verricht zouden als gevolg hiervan ook illegaal zijn. Dat geven verschillende leden van de Raad van Commissarissen (RvC) aan.

De Lannoy die vorige week in Nederland was in verband met een handelsexpo, werd gistermiddag per brief meegedeeld dat hij verplicht met vakantie moest omdat er een onderzoek zal worden gedaan naar onregelmatigheden binnen de bedrijven CPA en Kompania di Tou Kòrsou (KTK). De brief werd namens de RvC ondertekend, maar verschillende commissarissen hebben inmiddels aangegeven dat zij niet op de hoogte hiervan waren. Toen hij al in Nederland was kreeg De Lannoy verschillende telefoontjes van bezorgde werknemers die zich niet goed raad wisten met dringende verzoeken van de president-commissaris om stukken te overleggen. Dos Santos gaf gisteren tijdens een interview op TeleCuraçao aan dat hij het fijne wil weten van een consultancy contract dat voormalig directeur Augustin Diaz zou hebben gekregen voor ruim 26.000 gulden per maand. Ook een Colombiaanse vrouw zou in dienst zijn geweest van CPA terwijl ze niet over een verblijfs- en werkvergunning beschikte. CPA zou de vrouw hebben betaald om ontslag te nemen nadat het bedrijf nattigheid voelde. Dit zou het bedrijf in totaal om en nabij de 15.000 gulden hebben gekost, aldus Dos Santos. Ook de operatie van KTK in Panama zou volgens Dos Santos zwaar verliesgevend zijn en zou gestopt moeten worden. De reis eerder dit jaar naar Panama om het kantoor officieel te openen en een nieuwe sleepboot in gebruik te nemen, heeft exorbitant veel gekost terwijl het CPA financieel niet voor de wind gaat. Het bedrijf zou voor 45 miljoen gulden bij de bank en 30 miljoen bij pensioenfonds Apna in het rood staan, aldus Dos Santos die in het verleden voor de MSL al lid van de RvC was. Voormalig gedeputeerde van Economische Zaken David Dick (PAR) reisde samen met zijn vrouw, en zijn hotelkosten en daggeldvergoeding alleen al zouden op 15.000 dollar zijn uitgekomen, stelt Dos Santos. Hij vraagt zich af wat de broer van De Lannoy deed op de reis naar Panama en waarom de zoon van Diaz die in Panama is gestationeerd voor KTK een dagelijkse onkostenvergoeding van 150 dollar moet krijgen naast alle andere arbeidsvoorwaarden die hij al heeft. Dos Santos is recentelijk benoemd als voorzitter van de RvC als vervanger van Alexis Daou (PAR). Al bij het aantreden van de nieuwe regering van het voormalige eilandgebied Curaçao op 4 september werd duidelijk gemaakt dat de nieuwe regering graag andere leden in de raden van commissarissen van de overheids-nv's wilde benoemen.



KTK'sd **ORCA** seen in Willemstad

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

Bij CPA hebben inmiddels de meeste leden van de RvC hun positie ter beschikking gesteld. Maar ontslag is ze nog niet verleend. Het gaat om Willem da Costa Gomez, Paul Soliano, Frensel Marchena, Shermel Leito, Maria Liberia-Peters, Sherwin Casper en Chris Peterson. Alleen Daou heeft dus plaats moeten maken voor Dos Santos. Stichting Overheidsaccountantsbureau (Soab) heeft als toezichthouder op good corporate governance advies gegeven over de benoeming van Dos Santos, zegt directeur Geomaly Martes. "Ik ga ervan uit dat via de officiële wegen daarna de wisseling van voorzitter van de RvC heeft plaatsgevonden", zegt Martes. Maar de vraag is of Dos Santos het recht had om te handelen zoals hij dat deed. Volgens Martes heeft de president-commissaris het recht om informatie op te vragen, maar, zegt hij erbij, dit zou in principe eerst via de directie moeten lopen. Hoe het proces precies in elkaar zit staat in de reglementen van de RvC en de directie beschreven, zegt Martes. Omdat de RvC-leden hun positie ter beschikking hebben gesteld maar er hen nog geen ontslag is verleend, zijn zij in feite de nog zittende raad. Verschillende commissarissen hebben aangegeven dat de voorzitter eerst een vergadering had moeten beleggen om een beslissing te nemen over het inwinnen van informatie. Dit is niet gebeurd. In het geval een dergelijke beslissing is genomen zou het inwinnen van informatie ook via de directie moeten lopen. Verder geven ze aan dat de reis naar Panama door de RvC werd goedgekeurd inclusief het feit dat de gedeputeerde toen met zijn vrouw werd uitgenodigd. Zij werd gevraagd de nieuwe sleepboot die in gebruik werd genomen officieel te dopen. Ook de aanwezigheid van de broer van De Lannoy in Panama is volgens de RvC niet vreemd omdat hij zelf voor zijn reis had betaald. "Maar mochten er toch dingen zijn die buiten de raad om plaatsgevonden hebben, dan moeten deze wel onderzocht worden", aldus een van de commissarissen. Oud-gedeputeerde Dick laat in een korte reactie weten dat hij en zijn vrouw werden uitgenodigd. "Wat willen ze insinueren, dat ik met een andere vrouw daar was? Tijdens dienststreizen krijg je als gezagsdrager inderdaad een daggeldvergoeding. Het is niet gebruikelijk dat ik ook van mijn eigen salaris de kosten moet gaan betalen", zegt Dick. Dick zegt dat het filiaal van KTK in Panama op het punt staat verschillende lucratieve contracten te ondertekenen en dat dit soort taferelen niet bevorderlijk zijn voor het bedrijf. Hij zei dat de missie naar Panama enkele maanden geleden succesvol was. Het was een missie in het kader van het Caribische strategische plan van het bedrijf. Zowel KTK als Curaçao kreeg veel bekendheid en er werden contacten gelegd met regeringsleiders van het land en andere stakeholders binnen de sector. Pogingen om vandaag in contact te komen met Dos Santos waren tevergeefs.

Werknemers van CPA eisten duidelijkheid nadat ze kennis hebben genomen van de uitspraken van voorzitter van de Raad van Commissarissen (RvC) Amparo Dos Santos dat KTK Panama op het punt staat in failliet te gaan. De

werknemers hebben contact opgenomen met de vakbond PWFC. Bestuursleden gingen naar de kantoren van CPA om het personeel te worden te staan, aldus bestuurslid Albert Molina. Hij zei dat de RvC ook is gekomen om met het personeel te praten. Besloten is dat de vakbond en de RvC zou vergaderen om alle relevante informatie in te winnen. Wanneer dit zal plaatsvinden ko Molina nog niet zeggen. Alle werknemers hebben inmiddels weer hun werkzaamheden hervat. **Bron : Amigoe**



The **SEVEN SEAS MARINER** seen in Cape Town – **Photo : Aad Noorland ©**

Tightening labor market ahead for shipping?

As shipping markets recover, the industry will most probably face a tightening labor market, with recurrent shortages for officers, cautions Douglas Lang of ship management group Anglo Eastern.

Mr. Lang is chairman of the steering committee for the BIMCO/International Shipping Federation study of the worldwide supply and demand for seafarers. The first pioneering study was conducted in 1990 and has since been updated every five years. The conclusions of the 2010 Update were presented today to governments attending the current IMO Maritime Safety Committee meeting in London.

The worldwide supply of seafarers in 2010 is estimated to be 624,000 officers and 747,000 ratings, while the current worldwide demand for seafarers is 637,000 officers and 747,000 ratings. "Our results suggest a situation of approximate balance between demand and supply for ratings, with a modest overall shortage of officers of about two percent," says Mr. Lang. Though some individual shipping companies may be having serious recruitment problems, overall supply and demand are currently more or less in balance. The BIMCO/ISF study shows that shortages are more acute in specialized sectors such as tankers and offshore support vessels. There is also an underlying concern about the current and future availability of senior officers of some nationalities. While there is some evidence of continuing recruitment and retention problems, these are not as severe as foreseen in the Update produced by BIMCO and ISF in 2005. Encouragingly, says BIMCO, the data suggest a notable improvement in supply side numbers over the past five years, notably in China, India and the Philippines, but also in several OECD countries.

The 2010 Update also presents various global supply/demand balance scenarios for the next decade.

Mr Lang remarked: "There are many uncertainties, but our results indicate that the industry will most probably face a tightening labour market, with recurrent shortages for officers, particularly as shipping markets recover. Unless measures are taken to ensure a continued rapid growth in qualified seafarer numbers, especially for officers, and/or to reduce wastage from the industry, existing shortages are likely to intensify over the next decade. Supply appears likely to increase in many countries, but the positive trend that has been established for training and recruitment over the past few years must continue to be maintained to ensure a suitable future pool of qualified seafarers."

The 2010 Update is based on data collected from questionnaires sent to governments, shipping companies and crewing experts. It also incorporates the views and perceptions of senior executives in shipping companies and maritime administrations, and detailed statistical analysis provided by the Warwick Institute for Employment Research. For the first time, the study has been assisted by Dalian Maritime University which has helped obtain input from Asian countries where it had previously been difficult to obtain definitive data. **Source : MarineLog**

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ST NICOLAAS ONBOARD THE SHOREWAY ??



The crew of the **TSHD Shoreway** during the last days of their working in St. Petersburg were already in anticipation of the arrival of St. Nicolaas. Their shoes ready for collection of the small gifts, and they were singing the St. Nicolaas songs they all knew very well.

Photo : Dirk van Uitert ©



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**No Malaysians aboard hijacked ship,
says IMB**

There is still no news of the hijacked Malaysian cargo ship **MV Albedo**. According to the Kuala Lumpur-based International Maritime Bureau (IMB) Piracy Reporting Centre, the ship's exact location is still unknown. However, IMB has confirmed that there were no Malaysians on board the ship when it was seized in the Indian Ocean last Friday. A spokesman for IMB declined to reveal the details of the ship's owner. IMB said investigations were still ongoing and it could not ascertain whether the ship had been taken to Somalia.

It also advised other ships in the area to be on the alert for pirate attacks. In a statement, the European Union Naval Force Somalia (EU Navfor) said pirates were currently holding 22 vessels with 521 hostages around the Somali basin, including the MV Albedo.

EU Navfor is a UN-mandated military operation to help deter, prevent and repress acts of piracy and armed robbery off the coast of Somalia. The MV Albedo, which had a crew of 23 (Pakistanis, Bangladeshis, Sri Lankans and Iranians) when it was hijacked 900 nautical miles from the Somali maritime border, was carrying containers bound for Kenya from Jebel Ali in the United Arab Emirates. **Source : The Star**



POSH-Semco's **SALVISCOUNT** seen connecting up to the **WEST TRITON** at the West Jurong anchorage in Singapore east bound for Gulf of Thailand.

Photo : Capt. Neil Johnston – Master Salviscount ©

Aangifte wegens oplichting Smit-pensioenfond

De politieke partij 50PLUS van onder meer voormalig PvdA'er Jan Nagel heeft aangifte gedaan wegens oplichting bij het pensioenfonds van sleep- en bergingsbedrijf Smit Internationale. De partij die eerder opereerde onder naam Onafhankelijke Ouderen en Kinderen Unie (OokU), richt zich in de zaak tegen drie (oud-)topmannen van het bedrijf. 50PLUS maakte de aangifte woensdag bekend. Eerder dit jaar kwamen financiële problemen aan het licht bij het fonds van Smit, waardoor een korting van 13,2 procent dreigde op de uitkeringen van gepensioneerden. Maar baggeraar Boskalis, dat Smit eerder dit jaar overnam, wil dit voorkomen door 30 miljoen euro in het fonds bij te storten.

Volgens 50PLUS is het bedrag dat Boskalis op tafel legt veel te laag. Volgens berekeningen zou het, inclusief de wettelijke rente, minimaal 100 miljoen euro moeten zijn om fouten uit het verleden goed te maken. Ook noemt de partij het chantage dat de baggeraar als voorwaarde heeft gesteld dat pensioendeelnemers niet naar de rechter stappen om misstanden aan de kaak te stellen.

Uit stukken die in bezit zijn van 50PLUS zou blijken dat in het verleden miljoenen zijn opgenomen uit het fonds om bedrijfsproblemen op te lossen en dat de verplichting om dit terug te betalen, niet is nagekomen. Ook is volgens de aangifte 25 tot 35 miljoen euro te weinig aan werkgeverspremie in het pensioenfonds gestort. Na het bod van Boskalis besloot de deelnemersraad van het Smit-pensioenfonds af te zien van een gang naar de rechter. De raad wilde bij de ondernemingskamer van de rechtbank in Amsterdam een onafhankelijk onderzoek afdwingen naar wanbeleid bij het fonds.

50PLUS stelt begin deze maand overleg te hebben gehad over het doen van aangifte van oplichting met leden van de Vereniging Pensioenherstel Smit in oprichting. Maar wegens het bod van Boskalis hebben ook deze betrokkenen de gang naar de rechter niet doorgezet. Omdat 50PLUS inmiddels wel kennis had opgedaan over de zaak, acht het zichzelf nu bevoegd aangifte te doen.

Eerder heeft de partij als OokU De Nederlandsche Bank (DNB) nog met de rechter gedreigd wegens aangekondigde kortingen op pensioenuitkeringen. Volgens OokU zou DNB de financiële positie van fondsen verkeerd beoordelen. Maar volgens Nagel is bij nader inzien besloten per individueel fonds het korten van pensioenuitkeringen aan te pakken.



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Pirates fail in pirating crude oil carrier

On 30 November 2010, the [MV KYTHIRA](#) reported it was under attack, more than 1,100 nautical miles (2,000 kilometres) East of Eyl, on the Somali coast, EU NAVFOR press release said.

The vessel reported that the Pirate Action Group (PAG), onboard one attack skiff, had fired weapons and had attempted to board the vessel on two occasions. However, the crude oil tanker increased speed and conducted evasive manoeuvres in accordance with recommended Best Management Practices, which made it impossible for the PAG to board and take control of the vessel. **Source:** eunavfor.eu

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CASUALTY REPORTING

Veerboot vastgelopen nabij Schiermonnikoog



Dinsdagochtend omstreeks half negen heeft het Kustwachtcentrum te Den Helder de melding ontvangen dat de veerboot Monnik is vastgelopen net buiten de haven van Schiermonnikoog. Het betreft de veerboot van de reguliere veerdienst tussen Lauwersoog en Schiermonnikoog.

File Photo van de **MONNIK**
Photo : Klaas Reinigert ©

reddingboten van Schiermonnikoog en Lauwersoog behorende tot de Koninklijke Nederlandse Redding Maatschappij ingezet.

Besloten is om hoogwater af te wachten. Hoogwater wordt in de loop van de middag verwacht. De passagiers maken het goed. De verwarming van de veerboot werkt naar behoren. Derhalve zijn er geen problemen te verwachten in relatie tot het koude weer en harde noord oosten wind.

NAVY NEWS



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Coast Guard awards fourth National Security Cutter contract

Northrop Grumman Corporation's reports that the U.S. Coast Guard has awarded its shipbuilding sector a \$480 million fixed-price incentive contract for construction of a fourth National Security Cutter (**WMSL 753**). Construction and delivery will be performed at the company's Pascagoula shipyard.

The National Security Cutters that comprise the Coast Guard's Legend class are the flagships of the Coast Guard fleet, designed to replace the 378-foot Hamilton class High Endurance Cutters, which entered service during the 1960s. Two of the eight ships planned in the program **USCGC Bertholf (WMSL 750)** and **USCGC Waesche (WMSL 751)**

have been commissioned and are executing Coast Guard missions. The third ship in the class, **Stratton (WMSL 752)**, christened on July 23, 2010, is over 65 percent complete and scheduled for delivery next year.

NSC 4 will be 418-feet long, with a 54-foot beam, displacing 4,400 tons with a full load. It will have a top speed of 28 knots, a range of 12,000 nautical miles, an endurance of 60 days and a crew of approximately 110. The Legend-class NSC includes an aft launch and recovery area for two rigid hull inflatable boats, and a flight deck to accommodate a range of manned and unmanned rotary wing aircraft. **Source : MarineLog**



Above seen the German Navy Bremen Class frigate **FGS KOLN F211** entering Valletta for the second time on Tuesday 30th November 2010.

Photo : Capt. Lawrence Dalli - www.maltashipphotos.com ©

U.S. Navy to ship jet fuel from Japan to Korea

The U.S. Navy is looking to transport jet fuel to South Korea from Japan, describing the shipment as routine even though shipping and energy brokers said such trade normally moves in the other direction. The United States is involved in joint military manoeuvres with South Korea this week and with Japan next week. Both come less than 10 days after North Korea fired scores of artillery rounds into a South Korean island near the disputed northern maritime border. The navy entered the freight spot market this week to charter an oil tanker to move at least 30,000 tonnes of jet fuel, used by the U.S. military to power everything from tanks to fighter planes, between the two Asian countries. The U.S. military on Wednesday said the shipment was routine and unrelated to current events on the peninsula. "This is a routine request for proposals by Military Sealift Command to move fuel on behalf of the Defense Energy Support Center (DESC), and is unrelated to current events on the Korean peninsula," Jeff Davis, a U.S. Navy commander with the 7th Fleet, said in a statement to Reuters.

But traders said flows of jet fuel into South Korea were rare. "This is definitely unusual," said Nikhil Jain, a Delhi-based analyst with Drewry Shipping Consultants. "This has to do with the re-positioning of the U.S. warships." The U.S. Navy is a regular buyer of jet fuel in Asia, typically asking for delivery to Japan or the Middle East, traders and shipbrokers said. "South Korea is a major jet fuel exporter, so imports are rare," a Singapore-based jet fuel trader said. "The U.S. Navy could secure jet fuel if it wanted in South Korea, but with the recent activity it may need to transfer more fuel there." The Yonhap news agency said on Wednesday that South Korea was planning more military drills as the nuclear powered **USS George Washington** moved out of Korean waters back to Japan. Shipbrokers said the U.S. navy was looking to load in Okinawa, Japan and discharge in Ulsan, South Korea. A cargo of the size specified would be enough to keep one of the **George Washington's** F-18 fighter jets in the air for between 1,000 and 1,700 hours, according to Reuters calculations. The U.S. Navy, which only trades with U.S. shipbrokers, has not chartered a spot cargo to ship jet fuel to South Korea for at least three years, according to Reuters Freight Views. Clean tanker rates on the benchmark Singapore-Japan freight route have climbed to a six-month high this week, partly due to high seasonal demand from North Asia, traders said. Asian premiums for December jet fuel over gas oil hit a 10-month peak of \$1.65 by midday. "Winter is historically a strong season for jet because of heating demand anyway, but if there is further

demand due to (the Korean situation) we could see the regrade hitting \$2.00 soon," said a Singapore-based distillates trader. **Source : The Star**

SHIPYARD NEWS



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Mermaid affiliate orders jack-up rigs at Keppel FELS



Singapore's Keppel FELS Limited has signed a contract to build two jack-up rigs worth US\$360 million with Asia Offshore Drilling Limited, a 49 percent owned affiliate of Bangkok, Thailand, headquartered Mermaid Maritime Public Company Limited. This follows a Letter of Intent entered into by Keppel FELS and Mermaid on 22 October 2010.

The two proprietary KFELS B Class jack-up rigs are scheduled for delivery in 2012 and 2013 respectively. As part of the contract, AOD has been given options by the shipyard to build another two similar jack-up units. If exercised, the options for the additional two rigs will bring the total contract value to above US\$720 million.

AOD was set up as a special investment vehicle for the acquisition and operation of the two just-ordered rigs and raised \$100 million in a recently completed private placement, with Mermaid's 49 percent stake representing a \$49 million subscription. Mr. Chandchutha Chandratat, Executive Chairman of Mermaid Maritime, said, "This latest contract represents a significant order from an Asian drilling company, and is in line with Mermaid's goal to be a long-term owner of high specification modern drilling assets in the region.

"I am pleased to announce that the response from investors in the recent equity placement exercise conducted for the two rigs was most encouraging. With that, we have been able to put in place the necessary funding for our new fleet expeditiously. "This reflects the market's confidence in Mermaid's capabilities as an operator, and in our choice of partnering Keppel FELS, the world's leading offshore rig designer and builder, to construct the proven KFELS B Class jackup rig design." The KFELS B Class jack-up design is developed by Keppel's technology arm, Offshore Technology Development. When completed, AOD's rigs will be able to operate in water depths of 350 feet, drilling depth of 30,000 feet and accommodate 150 men. **Source : MarineLog**

Yantar Shipyard to launch 3rd warship ordered by Indian Navy

Yantar Baltic Shipyard (PSZ, Kaliningrad region) has prepared the third warship built for the Indian Navy for the launch, the shipbuilding company's press service reported. The vessel could be launched as early as December, said the chief builder of the project Viktor Bashashin, but the ceremony is likely to be held in March 2011.

In 2007 Yantar shipyard won a \$1bn contract for building three frigates of Project 11356 for the Indian Navy.

Baltiysk-based Shipyard Yantar was founded in July 8, 1945 on the basis of Koenigsberg F. Schichau shipyard. The company specializes in construction and ship repair of small and medium vessels for military and civil purposes. Throughout the years the Shipyard has built 154 warships and more than 500 merchant vessels. Currently, the major stakeholder of Baltiysk Shipyard Yantar is the state-owned Western Center of Shipbuilding, a subsidiary of United Shipbuilding Corporation. **Source : PortNews**

COSCO (Dalian) Shipyard gets \$110 mln order

The Board of Directors of COSCO Corporation (Singapore) Limited (the Company) wishes to announce that COSCO (Dalian) Shipyard Co. Ltd., a subsidiary of the Company's 51% owned subsidiary, COSCO Shipyard Group Co. Ltd., has secured contracts valued over USD110 million to build three (3) bulk carriers of 82,000 dwt each. The contracts are effective following receipt of the initial deposits from the European ship owner and Chinese ship owner. The bulk carriers which will be built at COSCO (Dalian) shipyards are scheduled for deliveries in September 2012 and January 2013 respectively. None of the directors or controlling shareholders of the Company has any interest, direct or indirect in the contracts. The contracts are not expected to have a material impact on the net tangible assets and earnings per share of the Company for the year ending 31 December 2010. **Source: cosco.com.sg**

Greece agrees 15-year freeze on civilian shipyards to end EU case

Greece has agreed to end the civilian activities of its main shipbuilding company for 15 years, in order to end a court case over illegal aid with the European Union, officials in Brussels confirmed Monday. State aid in the EU is governed by strict rules, but Greece broke them by granting Hellenic Shipyards (HSY) hundreds of millions of euros in aid and guarantees over the last 15 years. In April, the European Commission sued Greece in an attempt to end the situation. Greece argued that HSY's survival was a national security issue, since it is the country's premier naval shipyard. The Greek government and the commission have therefore agreed that 'the 'non-naval' assets of HSY will be sold and ... HSY will not carry out any civilian activities for the next 15 years,' the European Commission said in a statement formalizing the agreement. The money from the sale of the non-naval assets will go back to the embattled Greek state as a partial repayment of the illegal aid.

Greece will also end all illegal financial guarantees to HSY, claim back land which it granted the company for civilian activities and report every year on the implementation of the 15-year ban. Once those conditions are met, 'the commission will consider the possibility to withdraw the court action it engaged in April,' the statement said.

Source: monstersandcritics.com

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The **JASCON 34** seen in Lagos (Nigeria) – Photo : via Albert van der Hoek

Liberia meets new Paris MOU criteria

Liberia has been confirmed as one of eleven flag states that to date have met the criteria set to participate in NIR -- the New Inspection Regime (NIR) for Low Risk Ships that Paris MOU port state control authorities will introduce on January 1, 2011.

The aim of the new regime is to reward ships that perform well and to target poorly performing ones for increased inspections.

Under the NIR, vessels will be classified as Low Risk Ships or High Risk Ships. If a ship is neither Low Risk nor High Risk, it will be classified as a Standard Risk Ship. The criteria for calculating the Ship Risk Profile will take into consideration deficiencies and detentions in a company's fleet in the previous 36 months, and compare it to the average of all vessels inspected in the Paris MoU. Companies will be ranked very low, low, medium and high. Any refusal of access will have a negative impact on the ranking of the company, which will then be subject to more in-depth and more frequent inspections.

Scott Bergeron, Chief Operating Officer of the Liberian International Ship & Corporate Registry (LISCR), the U.S.-based manager of the Liberian Registry, says, "We welcome the Paris MoU endorsement of Liberia as a safe and responsible maritime administration, and are pleased to have achieved verification of our NIR credentials. The Liberian Registry is dedicated to maintaining the highest standards of safety, service and responsiveness, and is proud of its excellent port state control record." **Source : MarineLog**



The **VANQUISH** seen departing from Rotterdam – **Photo : Kees Torn ©**

Flags Fly Half Mast on P&O Cruises' Ships in NZ

Flags Fly Half Mast on P&O Cruises' Ships in New Zealand Waters

P&O Cruises' **Pacific Jewel** and **Pacific Dawn** arrived in Lyttelton and Tauranga ports early this morning flying New Zealand flags at half mast as a mark of respect for the Pike River tragedy where 29 miners lost their lives. In a further mark of respect all passengers and crew on board both ships will be asked to join New Zealanders nationwide in observing two minutes silence at 1400 hours today. Donations will also be collected onboard and given to the Pike River Miners' Relief Fund Trust.

Pacific Dawn arrived at Tauranga Port at 0415 hours this morning and will depart on her Napier bound leg at 1615 hours. **Pacific Jewel** arrived in Lyttelton at 0745 hours and will depart at 1745 hours for Wellington. To further add to the trust fund P&O Cruises' will also donate the proceeds from its traditional end-of-cruise charity auction where the navigational charts used by the Captain and deck officers during the cruise are auctioned to passengers.

This will happen on all P&O cruises throughout December, including the maiden voyage of P&O Cruises' latest addition to its fleet **Pacific Pearl**, which departs from Auckland on December 22. The cruise charts from **Pacific Pearl** and

Pacific Jewel current cruises are expected to attract quite a bit of interest as having two ships from the P&O Cruises' fleet in New Zealand waters at the same time is particularly significant and quite a rare occurrence.

Ann Sherry, CEO of Carnival Australia, which operates P&O Cruises says "The end-of-cruise auction is always a popular feature of our cruises and is a way for passengers to take away great memories of a P&O Cruises' holiday while assisting the community.

"In this case, it will help support families who have suffered a terrible loss in the Pike River Mine tragedy." Further funds for the Pike River Miners' Relief Trust will also be collected at the official naming ceremony and public party being held on December 21 at Queens Wharf in Auckland to welcome **Pacific Pearl**. Source : Scoop

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The **MSC LAURA** seen outward bound from Cape Town – Photo : Ian Shiffman ©

CMA CGM cut carbon emissions by 15 percent in five years

CMA CGM cut the amount of carbon emitted by its fleet of containerships 15 percent in the last five years, the ocean carrier said Wednesday. The French carrier said it achieved the reduction through a wide variety of measures, of which the most important was its decision to equip its new vessels with the latest environmental technologies, including electronically controlled engines, improved hydrodynamics and waste recycling. It said these measures reduced the carbon discharge from these vessels to only 52 grams of CO₂ per kilometer per 20-foot-equivalent container unit. CMA CGM plans to cut CO₂ emissions for its fleet as a whole to 82 grams per kilometer per TEU by the end of 2011. "Since 2005, we have been steadily reducing our CO₂ emissions down from 116 grams to 86 grams per km/TEU," said Philippe Borel, environment director CMA CGM Group.

The world's third-largest carrier plans to optimize the energy performance of its fleet by reducing vessel speed whenever possible, a decision it said has cut both carbon emissions and consumption of fuel. CMA CGM is also using eco-containers. Its fleet includes 130,000 eco-containers with bamboo flooring, low energy reefers (reducing energy consumption by as much as a third) and light steel containers, made of highly resistant and much lighter steel. A few weeks ago, the group launched a trial of new "eko-flor" containers made with composite flooring containing no wood.

Source: [joc.com](#)

Stena Line acquires two DFDS routes

DFDS has sold the two routes in the northern part of the Irish Sea, Belfast-Birkenhead and Belfast-Heysham, plus two ro-ro vessels - Hibernia Seaways and Scotia Seaways - and two chartered ro-pax vessels, to Stena Line. Stena Line will in addition take over operations at the port terminals of Belfast, Birkenhead and Heysham. Turnover on the routes in 2009 was 520m kroner.. The Irish routes we took over at the purchase of Norfolkline have, in the last two years, lost around a quarter of a billion Danish kroner. The prospect of continuing very difficult market conditions and overcapacity on the Irish Sea means it could be a long time before earnings improve significantly. That is not in harmony with our financial objectives and we have therefore decided to scale down our activity in this region", says Niels Smedegaard, CEO of DFDS.

Stena Line acquires a company that owns and operates the routes, plus two ships. The overall consideration, on a debt-free basis, is 354m kroner, and will result in an accounting profit in 2010 of approximately 185m kroner. There are no conditions attached to the completion of the sale. Improving profitability on the Irish Sea has been, and remains, an important area of focus in DFDS' integration plan for Norfolkline. Besides the two routes that are now divested, the activities include two routes from Dublin to Birkenhead and Heysham respectively, plus agency and port activities.

"The Irish Sea activities have in recent years made substantial losses due to considerable overcapacity on the market. This is a result of a sharp decline in demand since 2008 and lack of adjustment of capacity. Against this background it has not been possible to develop a business plan that in the short term is able to create a satisfactory return through optimisation and more efficient operations on the northern routes. DFDS has therefore chosen a structural solution and divested these routes", DFDS says in its statement. Operation of the routes between Dublin and the UK will continue as before, with two ro-pax ships on the route to Birkenhead and one ro-ro ship on the route to Heysham. Port terminal operations in Dublin and sales agency activities will likewise continue. Terminal services in Birkenhead and Heysham will be provided through Stena Line. DFDS will continue the strategic and operational analysis that was initiated when Norfolkline was acquired will continue for the remaining activities. This work is expected to be completed in the first quarter of 2011. As a result of the above-mentioned gain of 185m kroner, DFDS' profit forecast for 2010 is upgraded accordingly from a pre-tax profit of 250m kroner to a pre-tax profit of 435m kroner. Source: [maritimedanmark.dk](#)

Chinese firm to become top Philippine ferry operator

A private equity fund controlled by the Chinese government will become the Philippines' largest ferry operator as a result of deals announced by two major Philippine shipping firms on Wednesday. Shipping line [Negros Navigation](#) will buy a 93.2-percent stake in [Aboitiz Transport System \(ATS\)](#), operator of the country's largest ferry service, for 105 million dollars, the firms said in a statement.

The merger will make Negros Navigation the biggest ferry operator in the Philippines, with 31 vessels. At the same time, China-ASEAN Marine BV will take a controlling stake in [Negros Navigation](#) through an equity infusion, [Aboitiz](#) officials said.

China-ASEAN Marine is a wholly owned unit of the China-ASEAN Investment Cooperation Fund, a Dutch-based private equity fund launched by the China Export-Import Bank, the joint statement said. The fund, announced by Chinese Prime Minister Wen Jiabao last year, targets infrastructure, energy and natural resource investment opportunities in the 10-member Association of Southeast Asian Nations (ASEAN). The twin deals are expected to be completed in January next year, the statement said. The size of China-ASEAN Marine's equity infusion into Negros Navigation, a

privately held Philippine firm, was not disclosed. However Erramon Aboitiz, chief executive of ATS's listed parent firm, Aboitiz Equity Ventures, said China-ASEAN Investment Cooperation Fund would become Negros Navigation's largest shareholder.

"We are very pleased to transfer the ownership of ATS to Nenaco and its principal shareholders, the Chinese-ASEAN Investment Cooperation Fund," Aboitiz said in a separate statement. Nenaco chief executive Sulficio Tagud said his company now operated eight vessels in 13 ports, while ATS operated 18 vessels in 19 ports. "With a strong balance sheet, the joint team is confident that the increased resources of the combined company will enable us to provide innovative services, enhanced frequency and improved customer care," Tagud said.

The Philippines is highly dependent on shipping for transporting cargo and people between its 7,107 islands.



Above seen on November 30th the last arrival of the **STENA TRAVELLER** in Hoek van Holland

Photo : Frans de Lijster ©

Another disappointment in the Norwegian Sea

Oil company Shell confirms that its exploration drilling at the Dalsnuten prospect in the Norwegian Sea proved unsuccessful. The Norwegian oil industry had high hopes for the Dalsnuten field in the Norwegian Sea. The field was considered among the most promising off the coast of northern Norway and a big finding was believed to raise the importance of the whole region.

Now, Shell confirms that the well was dry. The negative result is another setback for the oil industry in northern Norway. Earlier this year, it became clear that also the field Gro did not contain oil and gas of significance.

-We now have to re-evaluate the Vøring-area and analyse all collected information, Shell's Head of Information Terje Jonassen told Offshore.no.

Shell now hopes that the authorities will open new areas for exploration. –The result shows the importance of opening new areas, Jonassen underlines. He maintains that his company is confident that the future of the oil and gas industry is in new areas, and not in the areas previously opened for exploration by the Norwegian authorities. **Source :** BarentsObserver

Hanjin to start Asia-East Coast service via Suez

Hanjin Shipping confirmed it plans to introduce a new AWE service, the AWE-6, from Asia to the U.S. East Coast via the Suez Canal next year. Hanjin said the port rotation of the new service has not yet been decided because it is still

discussing port coverage and the time of launch with Cosco, “K” Line and Yang Ming, its partners in the CKYH alliance, which will participate in the service. The new service, which would be the sixth all-water service to the U.S. operated by a member of the CKYH alliance, reportedly will call at Vietnam’s Port of Vung Tau, where Hanjin’s NE5 service from Asia to Europe also calls. The CKYH alliance’s AWE-4 service from Asia to the U.S. East Coast via the Suez Canal started direct calls at Cai Mep terminal in Vietnam’s Port of Ho Chi Minh City in August 2009. “K” Line operates the AWE-4 service in conjunction with MOL on behalf of the CKYH alliance. Hanjin already operates its own SJX service from Asia to the U.S. West Coast, which has direct calls at Cai Mep. **Source: joc.com**

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The **OSPREY** loaded with the TOG MOR departed from Curacao
Photo : John Smit (Warranty surveyor) ©

SWIRE OILFIELD SERVICES OPENS REGIONAL OFFICE IN SINGAPORE SERVICING SOUTH EAST ASIA

Swire Oilfield Services, the world's leading supplier of specialist DNV rated offshore cargo carrying units (CCU), today announces its expansion in Asia with the launch of a new Singaporean subsidiary and the opening of a regional office in Singapore. The new office was opened by chief executive officer Tor Helgeland, chief operating officer Rupert Bray and chief finance officer Lyall Dochard and will service the oil and gas industry in South East Asia. Singapore-based

Swire Oilfield Services Pte will be the platform for Swire's growth in South East Asia, with an expectation that 5% of the global revenues will come from Singapore by 2011. The company has already won multi-million pound contracts with various oil and gas majors across the Asia Pacific region.

The Singapore office, located in the Loyang supply base, will work closely with Swire Oilfield Services' existing European and Australian offices to target markets including Indonesia, China, Brunei, Malaysia, Thailand, Vietnam and the Philippines. In line with the planned growth, the company has appointed Fauziah Tranchard as regional business development manager for Asia Pacific. Mrs Tranchard has more than 10 years' experience in the oil and gas and building construction industries and is a graduate of DeVry University, Illinois. She joins Swire from an oil and gas treatment and processing company in Kuala Lumpur, where she was responsible for business development and marketing activities in South East Asia and Oceania.

Swire Oilfield Services previously serviced South East Asia from its highly successful Australia operations, where the company has expanded from one to five bases and from seven to 47 employees in just two years. It has also secured land in Karratha, Western Australia, to build a main operating and repair base at a cost of £3million. Swire Oilfield Services' chief operating officer, Rupert Bray said: "We have been delighted with the success of our Australia operations and we fully expect to replicate that success in South East Asia through the opening of our Singapore office.

"South East Asia is an important region for the oil and gas industry. The successful development of Swire Oilfield Services in this region will significantly enhance the size of our global business."

SUBSEA 7 CONFIRMS CONTRACT FOR HESS ApS IN THE NORTH SEA

Subsea 7 Inc. one of the world's leading subsea engineering and construction companies, confirms that the North Sea Pipeline Bundle contract award it announced on 10th November 2010 is with Hess ApS for the South Arne field in the Danish sector of the North Sea. The contract is valued in excess of \$55 million.

The Subsea 7 work scope is to engineer, procure, fabricate, install and commission a 2.2.km bundle system. Also included in the scope of work are the associated subsea tie-ins and testing and pre-commissioning works.

The pipeline bundle system* will be installed using the controlled depth tow methodology (CDTM) and will connect two new platforms, Well Head Platform East and Well Head Platform North. The two platforms are scheduled to be installed in the South Arne field in 2012.

Peder Sortland, Subsea 7's Vice President – Norway, commented;

"I am delighted that Hess ApS has chosen Subsea 7 to perform this significant project for them. This award further highlights our capabilities in the design, fabrication and installation of the pipeline bundle system and we very much look forward to bringing the South Arne system in to operation in a safe and timely manner."

Engineering work will commence in Q4 2011 and will be performed at Subsea 7's office in Stavanger, Norway. Fabrication of the pipeline bundle will be carried out at the company's North Sea bundle fabrication site in Wick, Northern Scotland in Q2 2011, with offshore operations scheduled to commence in late 2011, utilising vessels from Subsea 7's fleet.

South Arne is located in the Danish sector of the North Sea, in block DK 5604/29. The water depth is 60m.

** The pipeline bundle technology is unique to Subsea 7. The product allows efficiencies to be generated by neatly incorporating the required flow lines, water injection, gas lift and control systems necessary for a subsea development and assembles them within a steel carrier pipe. At each end of the pipeline, the structures, manifolds, incorporating equipment and valves, designed specifically to the requirements of the field, are attached. The fully tested system is then launched and transported to the location using the controlled depth tow method (CDTM). Once installed no trenching or rock dumping is required. The CDTM was pioneered and developed by Subsea 7 and it involves the transportation of pre-fabricated and fully tested pipelines, control lines and umbilicals in a bundle configuration*

suspended between two tow vessels. Once launched from the onshore site, the bundle is transported to its offshore location at a controlled depth below the surface. On arrival at the field, the bundle is lowered to the seabed, manoeuvred into location and the carrier pipe is flooded to stabilise the bundle in its final position.

.... PHOTO OF THE DAY



Not a regular picture from the port of Maassluis. Three of **Sima Charters** newest tenders moored together, **Callisto Maassluis** just returned from a project in Germany and will have engine maintenance. **SC Puma** also returned from a project abroad and will go back to it's builders for guarantee work. **SC Lynx** latest addition of the fleet waiting for orders. **Blue Whale** is at this moment at De Haas Ship Yard where a new mast has been installed.

Photo: Cees Kloppenburg ©

BOEKBESPREKING

Door : Drs. Ronald J. de Jong

REIZEN ROND KAAP HOORN ONDER NEDERLANDSE VLAG

De Stichting Nederlandse Kaap Hoorn-vaarders wil de herinnering aan de grote zeilvaart, vooral die rond Kaap Hoorn, levend houden. Jaarlijks verschijnt een boekje over één of meer Kaap Hoorn-reizen en over daarmee verband houdende nautische aangelegenheden. Zo heeft de Stichting al een indrukwekkende lijst publicaties op haar naam staan. Langzaam groeide de gedachte, dat juist de Stichting een inventarisatie moest kunnen overleggen van alle Nederlandse zeilschepen, die Kaap Hoorn hadden gerond. Het waren tenslotte de Nederlandse zeevaarders, Schouten en Le Maire, die de Kaap hadden ontdekt. Ze noemden deze Kaap Hoorn, naar de stad vanwaar ze waren uitgezeild. Het laatste Nederlandse zeilschip, dat de Kaap rondde was de vier-mast bark 'Jeanette Françoise' in september 1911. Het luidde het einde in van de Nederlandse Grote Zeilvaart, die al voor de eerste wereldoorlog beëindigd werd. In 2004 begon het grootschalig onderzoek. Het was duidelijk dat de meeste gegevens te vinden zouden zijn in scheepvaartberichten in de archieven van de Nederlandse dagbladen, maar ook in registers van havenmeesters en in cargadoorsberichten. Het onderzoek is geleidelijk het werk geworden van één man Humphrey Hazelhoff Roelfzema

(oud-voorzitter van de collectie- en documentatiecommissie van de Stichting en oud-directeur van het Nederlands Scheepvaartmuseum). Daar schepen, die de Kaap gerond hadden meestal als eerst haven Valparaiso in Chili aanliepen, was het wenselijk, indien mogelijk, ook daar de nog bestaande havenadministratie te raadplegen. Er werd contact gelegd met de voorzitter van de Chileense zusterorganisatie, de Confradia de los Capitanes del Cabo de Hornos, viceadmiraal Roberto Benavente. Deze wist professor Luisa Bastida van de Universidad Maritima in Viña del Mar voor het project te interesseren. Twee studenten van deze universiteit hebben onderzoek gedaan naar Nederlandse schepen in Chili en er een scriptie over geschreven. De Nederlandse ambassade in Chili was bereid de kosten van het onderzoek in Chili te betalen. Het werd een langzame en moeizame tocht naar een totaal overzicht. Onmisbaar waren ook de scheepsgegevens, die eerder bijeen gebracht waren door (de inmiddels overleden) heren Van Sluys, Suyk en Bouma. De schatting van de auteur is, dat hij tegen de 95% van het aantal rondingen gevonden heeft. Zou het slechts een opsomming van schepen en reizen zijn, dan was het boek slechts een saai naslagwerk voor een enkele belangstellende. Dat is niet het geval. De beschrijving van een groot aantal bijzondere reizen is in het boek opgenomen. Daarbij zijn de historische reizen van 1616 tot 1800, zoals de reis van de Nassausche vloot van 1623-1626, de vloot van Hendrick Brouwer van 1643 en de reis van Jacob Roggeveen van 1721-1722. Daarnaast zijn ook andere belangrijke, niet Nederlandse reizen opgenomen. Daar schepen vanuit Antwerpen van 1815-1830 onder Nederlandse vlag voeren, zijn deze natuurlijk ook vermeld. Opvallend is dat vanuit die haven meer reizen op Zuid-Amerika gemaakt werden dan vanuit Amsterdam en Rotterdam samen. Dan volgen de verhalen van een groot aantal bijzondere reizen. Achter in het boek vinden we het eigenlijke product van de inventarisatie. De reizen staan chronologisch, doch op volgorde van de eerste ronding. Tonnage, lading of reder zijn niet vermeld, maar verdere informatie kan gevonden worden op de site van de Kaap Hoorn-vaarders op internet (www.kaaphoornvaarders.nl). Deze uitgebreide inventarisatie en beschrijvingen van reizen rond Kaap Hoorn draagt belangrijk bij aan vergroting van de kennis over de Nederlandse Grote Zeilvaart rond Kaap Hoorn.

H. Hazelhoff Roelfzema, Reizen rond Kaap Hoorn onder Nederlandse vlag (Stichting Nederlandse Kaap Hoorn-vaarders, Hoorn, 2010 104 p., ill., ISBN 978-90-71940-05-7, €20,-)

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