

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 345



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**The MAERSK EINDHOVEN seen arriving in Rotterdam-Europoort**

**Photo : Marijn van Hoorn ©**

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## Dear Newscippings readers

**FAIRMOUNT MARINE** is pleased to inform you with its newly launched website. During the last months the **FAIRMOUNT** team has invested time and efforts in getting the new website up and running.



As from now on all news and projects of **FAIRMOUNT MARINE** can be followed on the renewed website. Our website will regularly be updated with the latest news and spectacular photos of the projects we are conducting.

The new website is fully in line with our vision to be a dependable, reliable sub-contractor to the world's offshore oil and gas industry providing

such transportation services on a world-wide basis of both floating and non floating equipment. We look forward to seeing you on our website [www.fairmount.nl](http://www.fairmount.nl)

## Dry bulk market losing steam once again on capesize woes

A decrease of iron ore sales to China this week has once again brought down the Capesize market and in turn the dry bulk market's benchmark, the Baltic Dry Index (BDI) which yesterday retreated by 1.54% to 2,111 points. The Capesize segment was down by 3.57% on the day.

In a weekly report on the capesize market, shipbroker Fearnley's dubbed this "a dull week with sliding rates in the Atlantic and the Pacific. For single trips, last done for west Australia to China is low usd 8/s pmt and Tubarao/Qingdao has been steady for a day or two around usd 21.50 pmt. Period activity is more or less non existing, and it is difficult for the operators get hold of cargoes. The ffa market remain negative with Q1 trading around usd22k. Right now this seems in line with peoples expectation for this quarter".

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Meanwhile, in the handysize market, there was some fresh enquiry but the excess tonnage is putting downwards pressure on rates. Fearnley's noted that there is a strong demand for ice class tonnage on the Continent pushing rates upwards. The USG market has slowed. The T/A round voyage rate remains around the mid teens and trips to the F.East at high usd 20k level. The BI.Sea remains poor. The market though is expected to slightly recover pick up (for how long?) as charterers and owners will scramble to cover their positions before Christmas. Another standoff in the East between owners and charterers. The market is around the mid teen level for modern Supras opening China for trips via Indo redelivery India, and owners are aiming a tick more for trips via Nopac. However, there is little fresh enquiry in the market and a very healthy tonnage supply. Short period level seems to be around the 16/17k level which some owners are taking as a good option considering uncertainty and spot rates" said the broker.

Regarding the panamax market Fearnley's mentioned that the week started slow "with low volumes of activity in both hemispheres. In the Atlantic there was a shortage of early ships, with equally few cargoes seen. However, the TA/s kept stable at usd 22-23k levels. The US Gulf cargoes to the east kept the fronthauls busy, with fixing levels at usd 28k/day levels. A minor decline in rates for the Pacific trades, with rv/s hovering at around usd 15,500. Backhauls fixed tick below usd 10k. 1 year traded at USD 19k" the shipbroker said. In earlier reports this week, Arctic Securities was quoted by Bloomberg saying that dry bulk rates, which are now down almost 25 percent in the course of one month, may gain after flooding in Australia disrupted coal exports, potentially forcing buyers to look further afield for supplies. Australia had its wettest September-to-November spring on record, according to the Bureau of Meteorology. Xstrata Plc, the world's biggest power-station coal exporter, shut part of its rail system and will supply clients from stockpiles. Macarthur Coal Ltd., Aquila Resources Ltd. and Vale SA declared force majeure last week. Port congestion may be unchanged or "slightly up" and ton-miles may rise, Erik Nikolai Stavseth, an analyst with Oslo- based Arctic, said. Ton-miles measure shipping demand by multiplying cargo volumes by distance traveled. China, the biggest coal user, has built up inventories since early September to meet winter heating needs. "The signs are definitely in the bullish direction," Stavseth said. "As stockpiles at Chinese power plants are rumored to be low, I doubt they are cancelling stems — rather, scrambling to secure alternative supply," he said. Another factor directly affecting market sentiment was the possibility of China raising interest rates, a move which could occur during the next few days. Should this scenario be materialized, analysts expect freight rates to be negatively affected, as a result of an almost certain pullback of China's iron ore imports and overall shipping activity. "We believe the dry bulk shipping market should remain volatile as well, given the improving outlook for global industrial activity but significant shipyard deliveries," Jefferies & Company said quoted by Reuters. In a report at the beginning of the week, Commodore Research & Consultancy mentioned that vessels chartered to export coal to China were increased by about 36 percent last week. Suppliers may have hired 19 vessels to deliver coal to China in the seven days ended Dec. 3, up from 14 in the prior week, Jeffrey Landsberg, president of New York-based Commodore Research. Chinese thermal-coal demand "remains robust," he said. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The TSHD **QUEEN OF THE NETHERLANDS** seen off Singapore  
**Photo : Martin Bol – Chrismar ©**



## Samenwerking Ascent & DHTC



Op 8 december 2010 hebben Michel van der Flier, Business manager Ascent Safety BV, en Manuela van Luijk, Managing director DHTC BV, in Den Helder een samenwerkingsovereenkomst ondertekend. Ascent en DHTC bundelen hun kennis en ervaring op het gebied van veiligheidstrainingen in de offshore-windindustrie. Vanaf 2011 bieden beide bedrijven trainingen aan die, zowel inhoudelijk als in de planning, nauw op elkaar aansluiten. Ascent verzorgt de Basic en Refresher Tower Climbing cursus en DHTC de Offshore Wind Energy Basic Safety cursus.

Met het aanbieden van gezamenlijke offshore wind veiligheidstrainingen bieden Ascent en DHTC klanten de mogelijkheid om cursisten in een korte tijd een volledig pakket aan veiligheidstrainingen te laten volgen, waarbij deze geheel in Den Helder gevolgd kunnen worden. **Source : PAS**



The last arrival of the **STENA TRAVELLER** yesterday, she was replaced in the afternoon by the **FINNARROW**  
**Photo : Olaf van Daalen ©**



## OPENING NIEUWE TENTOONSTELLING a/b m.s. HUDSON



Op donderdag 9 december is de nieuwe tentoonstelling over de zeesleepvaart in de Tweede Wereldoorlog a/b van de museumsleepboot

**HUDSON** geopend door burgemeester Koos Karssen van Maassluis. De heer Karssen werd bijgestaan bij het hijsen van het vlaggenslein OPEN door de voorzitter van de Stichting 'Help de Hudson' de heer **Leen Bakker** (rechts) en een oud-bemanningslid van de **HUDSON** uit de periode 1940-45, de heer **Adriaan van Katwijk**. Na deze plechtigheid werd er door de vele aanwezigen nog geruime tijd nagepraat a/b van het partyschip **TIJDGEEST**, die langs zij de **HUDSON** was afgemeerd. Foto's : Jan Steehouwer ©

## Prosecuting Pirates Is Becoming Easier in Kenya

This week, Professor Michael Scharf traveled 30 hours to Mombasa, Kenya to personally deliver his team's legal research to the Chief Judge of the Kenya Piracy Court. "Piracy was the world's first international crime," Scharf explains. "After 200 years it has re-emerged as a major problem for world shipping." Somali Pirate attacks off the



coast of Somalia and Kenya have resulted in more than a \$25 billion loss in the past year alone. In response, the United Nations Security Council has authorized the United States and other countries to capture Somali pirates and turn them over to Kenya for prosecution. But Kenya's courts have struggled with the novel legal issues presented by the prosecution of dozens of modern day pirates. A Kenyan High Court judge ruled last month that the Piracy Court lacks authority to continue prosecuting Somali pirates because Kenya does not have a domestic statute giving the magistrate-level Piracy Court jurisdiction to prosecute acts of piracy committed outside Kenya — a decision Scharf hopes to help reverse.

Scharf says that the Chief Judge of the Piracy Court, Rosemelle Mutoka, will be sharing the results of Case Western Reserve's research with the Kenya Court of Appeals, which will be considering the matter in February. Meanwhile the U.N. Security Council is examining options to bolster the Kenya Piracy Court or establish a new international tribunal to handle the growing number of Somalia piracy cases. The legal assistance to the Kenya Piracy Court is a part of a pilot program by the Law School's War Crimes Research Office and the Public International Law and Policy Group, a non-profit organization co-directed by Scharf. "The legal issues related to piracy are not so different from those we have worked on for the international war crimes tribunals over the past eight years," Scharf says. The law school has provided more than 200 legal research memos to 6 international tribunals since Scharf established the War Crimes Research Office in 2002. Kimberly Brown, a second year Case Western Reserve law student helped draft one of the memos for the Piracy Court. "It was fantastic to get to work on such a cutting edge international law question that may have a significant impact in the real world. I came to Case Western Reserve because of my interest in international law, but I never thought I'd get to work on something this exciting and important as a law student," says Brown.

Scharf has provided training and legal assistance to the tribunals that have tried Saddam Hussein, Charles Taylor, Radavan Karadzic, and the leaders of the Khmer Rouge. The Chief Prosecutor of the Special Court for Sierra Leone nominated Scharf and the Public International Law and Policy Group for the Nobel Peace Prize in 2005. Before returning to his family back in Cleveland for the holidays, Scharf flew from Mombasa to Kigali, Rwanda, where he was invited to present the Keynote Address December 9th for the Rwandan government's international conference in commemoration of the 1994 Rwandan genocide. **Source: Case Western Reserve University**



The **COSCO TAICANG** seen outward bound from Antwerp – **Photo : Alain Dooms – [www.tugspotters.com](http://www.tugspotters.com)** ©

## **Flooding closes Panama Canal**

IHS Fairplay reports that The Panama Canal has been closed for the first time in more than two decades because of flooding. The canal's authority said it suspended traffic through the waterway earlier this week after heavy rain fell for more than 36 hours.

The rain raised the level of the Gatun and Madden lakes and created a current that might affect ships transiting in the canal. It is the first time that the waterway has been closed to traffic due to bad weather. The last time it was shut was on 20 December 1989, after the US military intervention in Panama that ousted General Manuel Antonio Noriega.

The flooding has also been blamed for two deaths and has forced the evacuation of more than a thousand people, the Press Association reported. **Source : Dredging News Online**



The **STENA HOLLANDICA** seen departing from Hoek van Holland assisted by the **SMIT HUDSON**  
**Photo : Kees Torn ©**



The **ALEKSANDOR SIBIRYAKOV** seen departing from Rotterdam – **Photo : Henk van der Heijden ©**

## **Cunard appoints its first woman Captain**

Danish-born **Inger Klein Olsen** made history December 1 when she assumed command of Cunard Line's **Queen Victoria**, becoming Cunard's first woman Captain. Captain Olsen's first task in her new role was to take the ship, without passengers, to the Blohm + Voss Elbe 17 dry dock in Hamburg for its planned refit. Next Wednesday, December 15, she will be on the bridge as the ship sets sail with a full complement of guests.

Forty-three-year-old **Captain Olsen** was raised in the Faroe Islands and joined Cunard in 1997 as First Officer on board **Caronia**. In 2001 she transferred to the Seabourn fleet, which at that time was part of Cunard. She sailed on **Seabourn Sun** and **Seabourn Spirit** before being promoted to the rank of Staff Captain on **Seabourn Pride** in 2003.

Following some years with other companies within the Carnival Corporation group, Captain Olsen returned to Cunard in August this year as Deputy Captain of **Queen Victoria**. "While we are far from being the first shipping company to have a female captain, it is nonetheless noteworthy when such a long-established British institution as Cunard makes a break with its captaincy tradition," said Peter Shanks, president of Cunard.

Captain Olsen will helm **Queen Victoria** during the ship's first Americas season, commencing from New York to Los Angeles on January 13. During the first 17-day voyage, the ship will call on Ft. Lauderdale and Bonaire, transit the Panama Canal, and visit three ports in Mexico - Huatulco, Acapulco and Manzanillo - before arriving into Los Angeles on 30 January. Captain Olsen will take her leave on 13 February.

Queen Victoria's Americas season continues until March 18 and features several transits through the Panama Canal, four calls to Los Angeles, two roundtrip voyages from Los Angeles to Hawaii, and one Getaway voyage to Mexico. Captain Olsen lives in Denmark. **Source : MarineLog**

### Abandoned ship docked in Chennai for 4 yrs

Cargo ship **MV San Giorgio** stands like a tomb amidst the buzz of activity around the quays at Chennai Port Trust. For the last four years, the ship has not ventured out of her berth. Abandoned by her foreign owners ( Exclusive Marine Inc) in 2006 due to a faulty engine and the cause for a CBI enquiry in 2009, the ship was deemed unseaworthy by the Directorate General (DG) of Shipping. The ship was sold to an Indian company, SymCom Communication, on April 29, 2010. But the ship continues to remain in the harbour as the new owners are tied up in litigation over berthing charges.

A port official said, "She was towed into harbour in 2006 after her engines developed a problem. But then the DG Shipping retained as it was unseaworthy. After that the owners too abandoned it.."

According to a senior port official, the port is entitled to claim dues worth Rs 51.51 crore from the previous owners. "The vessel was sold to SymCom Communication for rupees six crores by the Bombay High Court in Admiralty suit," he said. "Also SymCom has to pay for berthing charges worth Rs 62,47,191 for the ship beginning from April 29, 2010. The company however, has lodged a case with the Madras High Court regarding the berthing charges. Once that is cleared, the sale amount will be deducted from the amount of Rs 51 crores and we plan to file a claim for this final amount from the previous owners."

This ship made headlines in August 2009 after former port trust Chairman K Suresh landed into trouble with the CBI over alleged violation of rules in allowing the ship to berth without valid papers. The ship's ownership was transferred during its journey from Overndo in West Africa to Tuticorin with a cargo of timber. When the engine developed problems, neither owners initiated any repairs. Since the ship's papers were not valid, Tuticorin Port refused permission, so the ship sailed to Chennai Port. "Currently, the ship cannot set sail until SymCom pays the berthing charges and then gets clearance from the IRS and the DG Shipping," added the official.

GM Krishnamurthy, Madras Port Trust Employees Union general secretary said there were at least five other ships under arrest remaining in the harbour.

Meanwhile, lack of berths is forcing several ships to wait in anchorage for a day or two. The Comptroller and Auditor General's report 2010 reports that Indian maritime trade loses Rs 1400 crore every year due to long pre-berthing detentions (waiting periods) in Indian ports. Says Commodore S Sekhar, a retired naval officer, "When pre-berthing detention time continues to be high, shipping companies charge higher freight rates. Companies whose cargo is being transported bear the brunt." **Source : Times of India**





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Above seen the 2010 built NIS flag tugs built in Turkey **BOA NJORD** and **BOA BRAGE** entering Valletta, Malta Friday 10th December 2010 on their maiden voyage. On Tuesday 14th December both tugs will be reflagged to MLT flag.

Photo : Capt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©

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## NAVY NEWS

### Four Bulava tests scheduled for December

Chief designer confirms the nuclear warheads to be put on Russia's prestige Bulava submarine based missile have been completed.

- The nuclear payload will have been completed by the time the missiles are installed onboard the carrier, Yury Solomonov says in an interview with Natsionalnaya Oborona journal, reports RIA Novosti on Tuesday.

The Bulava missile will be placed onboard Russia's new 4th generation SSBN, the Borei-class. The first Borei-class submarine, the [Yury Dolgoruky](#) was commissioned last year and has been on many sea trails during the last year. A total of eight Borei-class submarines will be built at Sevmash naval yard in Severodvinsk by the White Sea.

RIA Novosti reports that four Bulava test launches will be carried out in the second half of December. The tests will be the first Bulava tests to be carried out from [Yury Dolgoruky](#).

The Bulava tests have so far been carried out from [Dmitry Donskoi](#), a Typhoon-class submarine based in Severodvinsk. The last test took place in late October this year, the second successful firing in a month, after several failures during the last years. [Source : BarentsObserver](#)

### French Navy Ship pays a visit to NZ

[La Glorieuse](#), a type P400 patrol boat normally based in Noumea in New Caledonia, visited Lyttleton from 3 to 7 December. It will stop over in Wellington's Queen's Wharf from 10 to 13 December. An official luncheon and a cocktail party onboard the ship for members of the French community and the Alliance Française were organised in honour of [La Glorieuse](#)' visit to Christchurch. [Source : Scoop](#)

### British Navy ship calls on RAK

The Her Majesty's Ship (HMS) [Cumberland](#) of the British Royal Navy arrived at Saqr Port in Ras Al Khaimah on Thursday morning as the UK celebrates its special relationship with the emirate, the ruling family and the people of the emirate.

On its arrival, the [HMS Cumberland](#) was officially welcomed by a 21-gun salute by the Ras Al Khaimah Police. His Highness Shaikh Saud bin Saqr Al Qasimi, Member of the Supreme Council and Ruler of Ras Al Khaimah, was welcomed on board the ship by Commanding Officer of the ship Captain Steve Dainton, British Ambassador to the UAE and the Consul-General in Dubai. Shaikh Saud toured the ship and also had a lunch party onboard with the British officials and other shaikhs.

Captain Dainton, and the British diplomats also visited the Ruler's palace and held talks with Shaikh Saud to strengthen relationships between the UK and Ras Al Khaimah government. Lt-Cadre James Farrant, public relations officer of the ship, said the Royal Navy has been having a long-time relationship with the government of Ras Al Khaimah and that since 1889, naval ships have been operating at the RAK ports.

He said the ship was in Abu Dhabi during the recent visit of Queen Elizabeth and its current visit to Ras Al Khaimah was on an invitation from Shaikh Saud. The visit of the [HMS Cumberland](#) also reflects the important defence cooperation between the UK and the UAE, strengthened under the Abu Dhabi Declaration signed during the visit of the Queen.

The prestigious Air Khanjar — involving the RAF and UAE Air Force — at Al Dhafra Air Base is using the [HMS Cumberland](#) for its command and control activities, adding significant value to the exercise. According to Farrant, during the recent months, the Royal Navy ship has been conducting maritime security operations, looking to provide

security and stability for the lawful uses of the Arabian Gulf and other waters and preventing maritime crime, stopping interference with lawful trade and use of the sea.

Farrant said that among other special ceremonies during the visit are a series of events between the members of the Royal Navy and communities in Ras Al Khaimah including a football match, rowing training at RAK Sailing Club and a party, desert safari tour and a visit by 50 children from local English speaking schools. **Source : Khaleej Times**

## SHIPYARD NEWS



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The **TOISA WAVE** seen fitting out in Shanghai – **Photo : Piet Sinke ©**



## Austal Unveils Its Largest Ever Catamaran

Austal unveiled its largest ever catamaran to date. The vessel, measuring 113 metres in length, was towed out of the shed at its shipyard in Henderson, Western Australia.



At around 20 metres longer than a standard soccer pitch and weighing around 1000 tonnes, the vessel will be able to hold up to 1,400 passengers and 357 cars when complete and travel at speeds of up to 40 knots. The vessel is the heaviest Austal has ever built weighing slightly more than the 127 metre trimaran "Benchijigua Express" delivered to Fred. Olsen, S.A. in 2005.

Due to the enormous scale of the ship, the upper deck, which has been constructed as a separate "Super Unit" has to be fitted after the vessel leaves the fabrication

hall. The "Super Unit" weighs in at over 170 tonnes which is more than the total aluminium weight of two 47.5m vessels also currently under construction.

Today Austal commenced joining the two parts together using its own advanced and highly specialised aluminium welding techniques. This began in the early hours of the morning with the lifting of the "Super Unit". The rest of the vessel was then towed from the fabrication hall and positioned beneath the "Super unit". The delicate process of lowering the unit and aligning it with the main structure was successfully completed just a few hours after the challenging operation began.

Austal's ability to successfully marry the two complex structures and systems is due in large part to its Advanced Ship Building processes. These include the use of a multi headed gantry welder which on this vessel has been used to weld nearly 53 kilometres of aluminium structural planking.

The ship which is bound for Denmark in mid 2011 will be utilised as a vehicle passenger ferry linking Denmark and Sweden. [See the roll out at : http://www.youtube.com/watch?v=62xao97fDW4](http://www.youtube.com/watch?v=62xao97fDW4)

## India eyeing 5 pc global market share in ship-building by 2017

India's ship-building industry which currently accounts for only about one per cent of the global ship-building market, is targeting a world share of 5 per cent by 2017, Union Shipping Minister G K Vasan said today. "Ship-building in the country has a high growth potential owing to certain inherent strengths like low labour costs, strong domestic demand, a well established steel and manufacturing industry and availability of technically qualified manpower," Vasan said in his speech on the inaugural day of the international maritime technology conference here.

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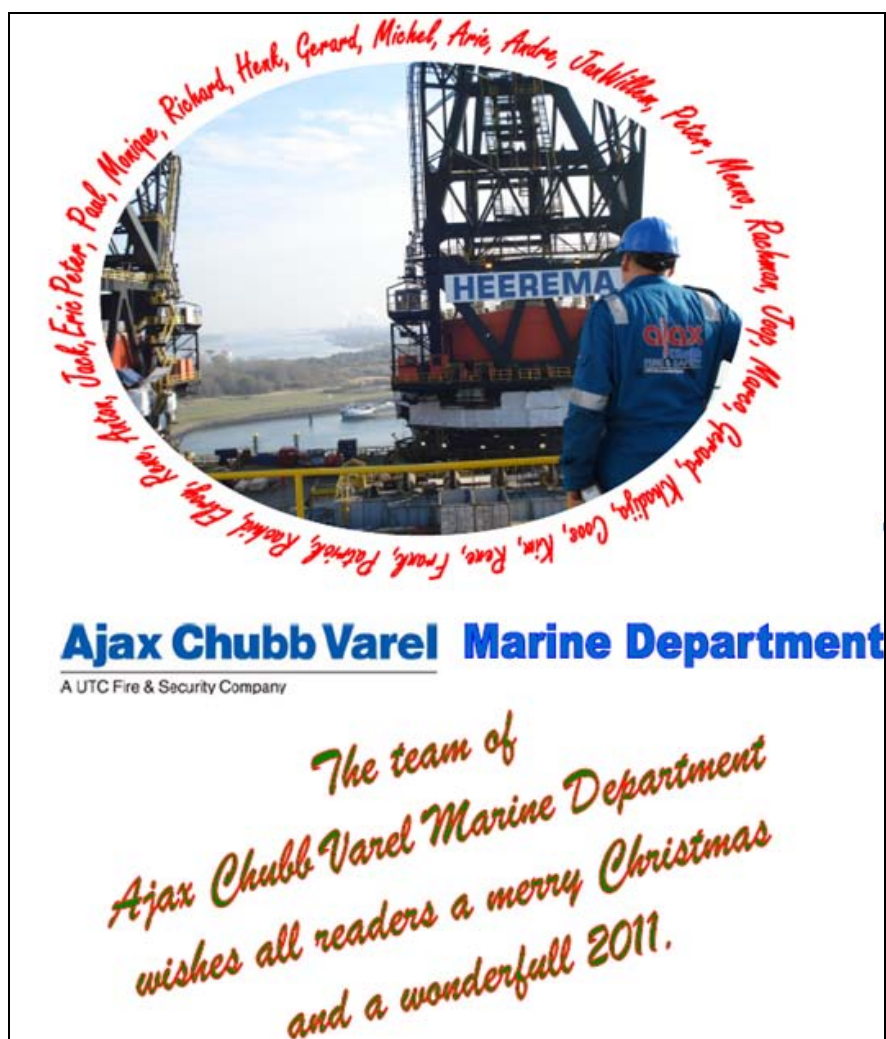
From about one per cent of the global ship-building market, India is targeting a global share of five per cent by 2017, he said.

"There are tremendous opportunities in the port and maritime sector for investments given India's robust economic growth and ever increasing demand for energy," he said adding energy demand supply gap and low per capita steel consumption will cause India to depend on the import of thermal and coking coal to meet its energy and steel needs.

Vasan said many upcoming power plants are expected to be located in coastal areas and will depend on imported coal from Indonesia, Australia and other countries. "Imports of coal and oil will be one of the key drivers of development in the port and shipping sector. This will provide immense opportunities for construction of new terminals, captive jetties and for acquisition of tankers, LNG and bulk carriers," he said.

Vasan said private partnership is the key feature of the port development program and "we are expecting much of the investment to come in from private sector with a high proportion from overseas investors in the coming days," he said.

Source : Deccan Herald





Above seen the Damen and Song Thu team in front of the **ASD 2411** (yard no 412258) just prior the launch at the Song Thu shipyard in DaNang (Vietnam)

Photo : Remus Tuchilus ©

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## NewLead Holdings Ltd. Announces Delivery of New Kamsarmax Vessel

NewLead Holdings Ltd., an international, vertically integrated mixed fleet shipping company, announced that on December 3, 2010, the new geared Kamsarmax vessel "**Newlead Tomi**" of 79,224 dwt was delivered from Cosco Dalian Shipyard Co. to NewLead's owned fleet.



The “**Newlead Tomi**” is one of the two geared Kamsarmaxes that NewLead is building at Cosco Dalian Shipyard Co. The second Kamsarmax vessel is expected to be delivered in the fourth quarter of 2011. NewLead Holdings Ltd. is an international, vertically integrated shipping company that owns and manages product tankers and dry bulk vessels. NewLead currently controls 22 vessels, including six double-hull product tankers and 16 dry bulk vessels of which four are newbuildings. NewLead’s common shares are traded under the symbol “NEWL” on the NASDAQ Global Select Market. **Source: NewLead Holdings Ltd.**



The **HIGH STRENGTH** seen inbound for Amsterdam – **Photo : Lourens Visser ©**

## **Former naval base of Liinakhamari nearly ownerless**

One third of the premises in the port of Liinakhamari have no owner, a recent survey shows. Parts of the former naval base could be rented out. A commission from the Murmansk Regional Ministry of Property Relations recently visited Liinakhamari to make an inventory of the buildings in the village. The commission discovered that nearly 33 percent of all the buildings were abandoned and derelict, B-port.com reports.

The port of Liinakhamari in the outlet of the Pechenga fjord has lain idle since the Coast Guard moved its vessels out of the area a few years back, and the buildings and quays have started to decay. According to the Federal Service for Registration, Cadastre and Cartography, the total area of Liinakhamari amounts to 120 hectares. Only 5 hectares of this is registered in the State cadastral registration.

If the buildings in the village are transferred to municipal ownership, the municipality of Pechenga could earn nearly €8500 annually from leasing them out. Another €9700 is lost because land plot borders have not been properly established, making them illegal to sell or lease.

The area surrounding Liinakhamari is part of the plans for the establishment of a Norwegian-Russian economic and industrial zone from Jarfjord in Norway to the Pechenga fjord, the so-called Pomor Zone. The plans were much discussed three-four years ago, but have not been an issue in recent meetings between Norwegian and Russian officials. Maybe the new initiatives from Russia on solving questions around ownership of the premises can bring new life to the plans. The Pomor Zone is based on an idea inked by former Statoil CEO Arve Johnsen, and was believed to play a key role in the development of offshore oil and gas resources in the Norwegian-Russian Barents Sea.

Liinakhamari belonged to Finland from 1920 to 1944. On August 16, 1940, the Norwegian Crown Princess Märtha, the Princesses Ragnhild and Astrid and Prince Harald, now King of Norway, left for the United States from the port of Liinakhamari after the outbreak of World War II. **Source : BarentsObserver**

## **New container terminal takes shape in Bonn**

Maritime Journal reports second stage construction of a new €12.5 million container terminal in the inland German Rhine port of Bonn is now underway following the installation in November of a second container bridge crane. The installation marked the completion of first stage expansion which began in February with the driving of piles.

The entire project is for completion in the third quarter of 2011, said operators Bonner Hafenbetriebe (BHB). BHB is a joint venture grouping the international logistics services firm Am Zehnhoff-Söns in Bonn and the Stadtwerke Bonn.

Tobies Kran-und Foerderanlagen in Speyer built, delivered and installed the new €4.3 million bridge crane, which weighs 600 tonnes, is 43m high and can carry a maximum load of 65 tonnes. Maritime Journal said the project includes the renovation of the existing 200m of sheet pile quayside and of its existing KSR Demag crane as well as the southern lengthening of the quayside by 100m to create a further ship berth and accommodate the new bridge crane.

Two new crane tracks are also being built along about 300m and areas are being renovated to create 10,000 sq/m of new traffic and container handling space. Work to restore surrounding natural landscape areas is also being carried out

The project will mean a doubling of the technical container handling capability in the port, where 150,000 TEUs of 660,000 tons were handled in 2009. The geographic location of the terminal meant that most of its business will be intermodal traffic with Rotterdam and Antwerp, but not with the German North Sea ports. Handling the terminal construction work is a working group (ARGE) consisting of STRABAG Cologne, Gruppe Hennef, in Hennef, and Bau-Weiler in Mendig. **Source : Dredgings News Online**

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## **Dredging Bill passed in Bangladesh**

Hydro International reports that the Sand Quarry and Soil Management Bill-2010 was passed at the Jatiya Sangsad (JS) earlier this week.

When extracting sand from rivers, the bill suggested provisions for keeping dredging at least one kilometre from bridges, culverts, dams, barrages, embankments, roads, and highways, as per the Environment Protection Act.

The bill also proposed the provision of exporting soil and sand provided having approval of concerned authorities and following the rules of export policy. Land Minister Rezaul Karim Hira proposed for the passage of the bill.

Earlier on October 4, the minister introduced the bill with a proposal for reducing complications in leasing sand quarries, extracting sands in planned way and their marketing, checking crimes and abolishing the rule of appointing single authority for sand management. **Source : Dredging News Online**

## Pronova-CT provides all-round service to the SCH 81 CAROLIEN



After the successful installation of highly efficient drying systems, all made from seawater resistant steel, for a total crew of 47 on-board the subsea fishing vessel **SCH81 "Carolien"**, one of the many fishing vessels of the company Cornelis Vrolijk Visserij Maatschaappij (a daughter of Cornelis Vrolijk Holding) and the recent equipping of the evaporator and hydrofoor on-board with the innovative Pronova-MERUS rings to counter-act scaling, the Carolien has been in the shipyard for the last 9 months and has now returned home to Ijmuiden ready to go out at sea again for fishing.

Pronova-CT is happy to have played a part in the equipping of the **SCH81 "Carolien"** with their state-of-the-art products:

first of all with the Top Trock drying systems taking care of the health and well-being of the crew on-board by keeping their expensive work wear (boots, gloves, oil skins, jackets etc.) dry at all times. Apart from the fact that the crew's health is increased and in consequence sick leaves are decreased it also adds to the general well-being and motivation of people if they can dry in constantly dry and perfectly maintained gear at all times.

The second innovative product that Pronova-CT introduced on-onboard the **SCH81 "Carolien"** is the environment-friendly MERUS technology for green-water treatment, which basically works with rings, which after being installed (around the hydrofoor and the Alfa Laval evaporator) give off tiny oscillations fighting the lime scale and other troublemakers (marine growth, bacteria etc.). Afterwards these substances are flushed away leaving the evaporator and hydrofoor in question free from any scaling. The equipments lifetime is also prolonged which in turn means a significant decrease in operational costs. The icing on the cake, so to speak, is the fact that with the MERUS rings you also save time and operational costs, as there is no maintenance at all involved after the initial installation.

Pronova-CT are proud to have been able to provide an all-round package of products which mean that both the crew as well as the expensive equipment on-board can work at the highest-possible standard.



**You would like to find out more? Then contact us at [www.pronovaCT.com](http://www.pronovaCT.com) for more information!**



## Major Initiatives to Stop Ship Collision Near Indian Ports

Some of the major initiatives taken to stop ship collision near Indian ports are as follows:

- Establishment of Long Range & Identification System (LRIT) on the Indian Coast.
- Restrictions on old vessels in Indian territorial waters and exclusive economic zone, through executive orders issued by the Directorate.
- Stringent Port State and Flag State implementation and inspections of older vessels in Indian ports
- Establishment of safety fairways, Traffic Separation Schemes, Recommended routes in coastal waters on the west coast of India
- Issuance of Merchant Shipping notices with regard to ship reporting, navigational warning system, towing and voyage permission guidelines and mandatory inspection by Mercantile Marine Department of ships loading Iron Ore fines in monsoon months

There has been no substantial increase in incidence of collision of ships near the Indian Ports recently. There has been no loss of life in such incidents of collisions during the last three years and the current year. There has been no loss to the property except minor damage to the ships involved in collisions during the last three years from 2007 to 2009. However, in 2010 two incidents of collision have led to major damage to the ships and oil pollution.

The Minister also informed that to ensure the environmental security of Indian waters, the Government has ratified International Conventions to prevent pollution from ships and the relevant provisions have been enacted in the Merchant Shipping Act (M.S. Act 1958. Additionally, following are the International conventions that are under consideration: -

- The Bunker Convention 2001 that deals with mandatory insurance to deal with compensation from pollution from bunker oil from ships is under consideration for ratification by the Government of India.
- Limitation of Liability for Maritime Claims (LLMC) Protocol 1996, that deals with enhancing the existing limit of claims from ships prescribed in the LLMC 1976 convention is under the consideration for ratification by the Government of India and
- The Wreck Removal Convention 2007 that mandates the owners to have a mandatory insurance cover for wreck removal when such vessels becomes the wreck anywhere in the coast of India including territorial waters and EEZ, is under consideration for ratification by the Government of India.

Further, following are various existing national legislations to secure the environment in or around the coast of India under Part XI of M. S. Act 1958.

- (a) Sec. 356 (C) deals with provisions for issuance of Pollution Prevention Certificate to (IOPP) Indian ship.
- (b) Sec. 356 (E) deals with requirements for construction and equipment in ship to prevent pollution.
- (c) Sec 356 (F) deals with requirement to maintain record book on ship.
- (d) Sec 356 (G) deals with Inspection & Control of Oil tanker and other ships for prevention of Oil Pollution,
- (e) Sec 356 (H) deals with Obligation to inform contravention of provision of MARPOL 73/78.
- (f) Sec 356 (I) deals with Obligation of the ports and places to have reception facilities for oily residues in accordance with requirements of MARPOL convention
- (g) Sec 356 (J) deals with Powers of Central Government to give a notice to owner, etc., of polluting ship.
- (h) Sec 356 (K) deals with Powers of Central Government to take measures for preventing or containing pollution in case owner fails to fulfil his obligations prescribed under 356 (J).
- (i) Sec 356 (L) deals with Power of Central Government to give directions to certain ships to render certain services and for the purposes of containing pollution.
- (j) Sec 356 (M) deals with Collection of Oil Pollution Cess from ships discharging oil in Indian ports for contingency oil pollution response measures.
- (k) National Oil Spill Disaster & Contingency Plan (NOS-DCP) under the Indian Coast Guard deals with marine environmental preservation, protection, and prevention and control of pollution in the maritime zones of India.
- (l) India is a party to 1992 CLC convention which requires ships carrying oil in bulk as cargo with quantity above 2000 tons to maintain insurance cover to deal with compensation matter in the event of oil pollution.
- (m) India is a voluntary member of International Oil Pollution Compensation Fund 1992 which deals with compensation and payment for mitigating measures when CLC 1992 provisions are not adequate. These provisions have enacted in M. S. Act 1958. In view of above existing legislation under the statute and proposed provisions, a need for a policy is not felt. Moreover, shipping being an international industry it is therefore governed by International

conventions and hence focus is on early ratification of conventions and better compliance. The above information was given by the Minister of Shipping, Shri G.K. Vasan in Rajya Sabha today. **Source: PIB**



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## Dongjiakou Port: Massive berths to open two years early

Reinforcing Qingdao's position as a national distribution center, three large berths are expected to open at Dongjiakou Port by the end of 2010, two years ahead of schedule. One is an ultra-large ore berth, while the others are 50,000-ton general-purpose facilities. They are just a small fraction of the port's planned 112 berths capable of handling 10,000-ton ships or much larger.

At build out, Dongjiakou is projected to have the capacity to handle a yearly throughput of 370 million tons in bulk materials and cargo. The natural conditions in the south of Qingdao are well suited to the Dongjiakou deep-water port with year-round, ice-free shipping routes and an average water depth of 15 meters near the coast. Part of Qingdao Port, the Dongjiakou area aims to be a shipping and storage center of bulk cargo and energy. Its development is expected to help Qingdao Port rank at the forefront globally in capacity for ore, crude oil and containers and make Shandong a shipping hub for northeast Asia, according to local authorities. Plans for the 70 square kilometer Dongjiakou Port were approved by the Ministry of Transport and Shandong provincial government in March 2009. By the end of October this year, investment in the port surpassed 10 billion yuan (\$1.5 billion). Projects with up to 30 billion yuan in total investment have now signed with the area.

Among them is a 9.7 billion yuan liquefied natural gas (LNG) facility by China Petroleum and Chemical Corp – more widely known as Sinopec – that started construction in September after gaining approval of the National Development and Reform Commission. It will become the first LNG loading site in the province when complete. At the same time Qingdao Port Group has poured 4 billion yuan in building three ultra-large ore berths, the largest in the country. At least one is expected to begin operation in late December. China Huaneng Group, one of the largest power generation companies in the country, invested 1.1 billion yuan in coal and general-purpose berths, two of which will be open for trial operation at the end of this year.

Another coal berth will be built by China Datang Corp, also a leading Chinese power generation company. With a price tag of 1.6 billion yuan, the project is scheduled to begin construction in the second half of next year. In addition to domestic giants, foreign companies are also interested in new facilities at the port. Switzerland's Mercuria Energy Group, one of the world's largest energy trading companies, is in negotiations to build a large crude oil berth and 5-million-ton capacity storage yard at the port. Plans by Singapore-headquartered IMC Group's plans for a 4 billion yuan ore berth are in the approval process. Local authorities have also signed preliminary agreements with Hong Kong's Modern Terminal Ltd and Hutchison Whampoa Ltd for container facilities.

Vice-Minister of Transport Xu Zuyuan said at a port development meeting in May that developing a low-carbon port is key to sustainable growth in China's transport industry. The Dongjiakou Port under construction has used an environmentally friendly philosophy from planning to construction and development, local officials said. Authorities said they will make full use of the latest technologies and renewable energy while exploring innovative ways to reduce energy consumption and improve water treatment. Main roads in the area have solar-powered lights while green coverage has expanded. Authorities said they insist on stringent environmental requirements and pollution control when selecting projects.

Dongjiakou is not just about shipping, according to the area's development blueprint. Related services like logistics, commerce and the information sector are also flourishing. Local officials say they are preparing to develop a bonded zone for ore, coal and crude oil with the ultimate goal of building a free-trade port city. With favorable policies for storage, distribution and trade in bulk cargo, Dongjiakou is expected to attract suppliers from around the globe. The authorities are planning to launch a Dongjiakou Index for dry and bulk cargo to increase China's influence in the international market. In addition to harbor industries, residential communities and other facilities are included in the area's development plan. The city government is now hoping the port's development will be included in the nation's overall economic development plan for the next five years and is seeking strategic investment partners around the world. **Source: China Daily**

## **Repair RMS Twisteden**

**At the Meidericher Schiffswerft.**



In September 2010, the **RMS Twisteden's** wheelhouse was heavily damaged due to a collision with a bridge in



Antwerp. This vessel was build and delivered to its owner, Rhein, Maas und see Schiffartskontor GmbH Germany by Bodewes Shipyards in 2002. Despite the heavily damaged wheelhouse she was still able of sailing from Antwerp to Duisburg by own propulsion where she was repaired by the **Meidericher Schiffswerft GmbH**. As soon as the vessel arrived at the yard the service and repair team from **Eekels Elektrotechnik** started disconnecting the damaged wheelhouse desk, before she was transported to the workshop. In the workshop all equipment was carefully removed and placed in a complete new steel bridge console. As



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 345

soon as the desk was completely rebuild it was transported to Duisburg and connected again. 22-11 the [RMS Twisteden](#) left the yard for a successful seatrial, and handed over to its owner again.

[Eekels](#) Delivered and Installed:

- Delivery of new steel bridge desk.
- Renewal of all internal wheelhouse cabling.
- Delivery and installation new window wipers.
- New Marex panel
- New CCTV panel
- New PA panel



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## Betreft ; Bemanning VC Brandaris / nieuwe Zeeverkeerscentrale

Geachte lezer

**Door middel van deze brief wend ik mij tot U met een klemmend en dringend verzoek.**



Ik zal proberen in een korte uiteenzetting uit te leggen waarom ik om uw medewerking vraag.

Ruim een half jaar maakt ondergetekende deel uit van een zogenaamde Belanghebbendengroep (Bg) welke door Rijkswaterstaat (RWS) 'in het leven' is geroepen om mee te denken en discussiëren over het tot stand komen van een nieuwe **Zeeverkeerscentrale** op Terschelling in een verdieping van de Zeevaartschool. Sinds 2004 probeert RWS middels allerlei aanbestedingen, proeven met camera's, onderzoeken, rapporten en dergelijke tot een nieuwe verkeerscentrale te komen. RWS wil de bemanning van de **Brandaris** halen en grote delen van het waddengebied door middel van camera's gaan bewaken vanuit de nieuwe locatie in de Zeevaartschool.

**Foto : Piet Sinke ©**

Het ellenlange proces heeft in de loop der jaren verscheidene projectleiders gekend en ook een wisselende samenstelling van mensen van de werkvloer. Nagenoeg

iedereen van de werkvloer heeft met velerlei klachten het proces moeten verlaten! De ervaring over de afgelopen jaren heeft geleerd dat er in de zogenaamde projectgroepen niet naar de mensen van de werkvloer, de verkeersleiders, werd en wordt geluisterd! Dit alles zelfs tot op de dag van vandaag aan toe met als schrijnende voorbeelden dat er een spreekverbod is opgelegd aan alle vuurtorenwachters en zelfs zware communicatie voorschriften zijn opgenomen in o.a. het contract voor de nieuwe radars. Van enige transparantie in dan ook totaal geen sprake. In de 7 maanden die ik nu meegemaakt heb in het hele proces, heb ik met eigen ogen en oren kunnen waarnemen dat waarheden verdraaid worden, situaties meer dan rooskleurig voorgespiegeld worden, rapporten 'naar eigen hand' geschreven worden en ga zo maar door.

In het afgelopen jaar zijn er meerdere proeven gehouden met camera's vanaf de **Brandaris** dit terwijl de bemanning verteld werd dat het om een DEMO zou gaan. In totaal 6 of 7 dagen heeft er een camera opstelling gestaan welke erna direct weer verwijderd is.

Resultaat van de test/demo was ten hemel schreiend! De uitkomsten waren dusdanig slecht dat het allerm minst een betrouwbaar beeld heeft opgeleverd. Op deze manier komt de veiligheid van het hele Waddengebied in het geding!

Twee concrete voorbeelden waren o.a. dat het betonningsvaartuig '**Schuitengat**' tijdens werkzaamheden in het Oosterom niet eens te herkennen was op de camerabeelden en ook de betonning van het **Schuitengat** was NIET te zien. Zelfs de veerboten waren niet te herkennen. En dit terwijl de camera proef plaatsvond op kraakheldere dagen in Augustus. Een verrekijker doet het hier al heel snel beter. Angstvallig heeft RWS geprobeerd op de meest recente bijeenkomst van de Bg 11 November jl. een 'geloofwaardige presentatie' voor te schotelen waarbij het hoofd van het



waterdistrict Waddenzee **Wim Bogaert** van RWS zelfs zo ver ging door te stellen dat op last van de burgemeesters van Terschelling en Schiermonnikoog er GEEN verkeersleiders in de adviesgroep zitting hebben vanwege de onafhankelijkheid!! Ja u leest het goed.

Foto : Piet Sinke ©

Welnu, jaren geleden is er door RWS toegezegd dat er een zogenaamde 0-meting zou plaats vinden indien er in de toekomst overgegaan zou worden naar een

nieuwe verkeerscentrale die door middel van camera's het Waddengebied zou gaan bewaken. De 0-meting zou betrekking hebben op deze camera's en zouden gedurende 1 jaar lang getest worden OP en VANAF de **Brandaris** omdat de toenmalig minister Peijs destijds heeft verklaard en laten optekenen ; Dat de bemanning pas van de VC **Brandaris** afgehaald zal worden als bewezen is dat door middel van camera's "De situatie vanuit de nieuwe verkeerscentrale gelijk blijft en het liefst NOG VEILIGER".

Nu in 2010 worden de gemaakte en toegezegde afspraken uit 2006 zomaar teniet gedaan en stelt RWS opeens dat er een 0-meting moet gaan plaats vinden nadat er vanuit de nieuwe verkeerscentrale 1 jaar lang gedraaid en getest is met de camera's. Dus met andere woorden we halen de bemanning van de **Brandaris** af en zien dan wel hoe het met de uitkomsten van de camera's komt en of deze acceptabel zal zijn. RWS schernt met de wassen neus stelling; 'zijn de testen niet goed en geslaagd dan gaat de bemanning terug naar de toren'. Dat is prachtig gesteld maar ik kan u verzekeren dat dit een zoethoudertje is.

Beste Terschellingers en overige lezers denk eens aan het verlies van de werkgelegenheid als RWS stelt dat de testen vanuit de nieuwe verkeerscentrale 'geslaagd' zijn?? Dat zou betekenen dat dit zeer verantwoordelijke werk ook vanuit Buitenpost of Leeuwarden kan in de toekomst. Zover mag het simpelweg niet komen.

Alleen met een 0 meting vanaf de Brandaris kan de druk op RWS gehouden worden om daadwerkelijk te bezien of een jaar lang testen met camera's vanaf de Brandaris deze de proef zal doorstaan.

In Oktober van dit jaar is er een motie ingediend in de 2e Kamer door Luts Jacobie en Atje Kuiken namens het PvdA. De motie is als volgt ; 'Wij verzoeken de regering het menselijk visueel toezicht op de Brandaris te behouden als blijkt dat het systeem van de nieuwe verkeerscentrale geen verbetering vormt voor de veiligheid van alle typen scheepvaart en de wadlopers'. Op de gestelde vragen zijn uiteraard de bruikbare en 'vlotte' antwoorden door RWS gegeven welke in zijn geheel geen overtuiging geven op de ernst van de zaak! Neemt niet weg dat wij NU nog de nieuwe minister van Infrastructuur en Milieu er van kunnen doordringen niet aan de 0-meting te tornen en deze een jaar lang te laten uitvoeren van de Brandaris! Pas bij gebleken succes en een veiligere uitkomst zou verhuizing naar de nieuwe verkeerscentrale een feit moeten worden.

Ik roep u dan ook op gehoor te geven aan mijn verzoek, en wel deze ;



Bent u het eens met mijn initiatief, dan vraag ik om uw handtekening(en). Per gezin graag degene laten tekenen die daartoe bevoegd zijn.

Namens de Bg wil ik zoveel mogelijk handtekeningen aanbieden bij de minister om zo deze actie kracht bij te zetten en onze bezorgdheid uit te spreken over de huidige en toekomstige gang van zaken.

Ik vraag u zo spoedig mogelijk te reageren zodat we nog op tijd kunnen zijn het tij te keren en het ministerie van Infrastructuur en Milieu ervan te doordringen welke belangen wij stellen voordat er zomaar een verhuizing plaats vindt. De veiligheid komt zwaar in het geding als wij RWS zomaar haar gang laten gaan!

Met dank voor uw aandacht voor het lezen van deze 'brandbrief'

Erwin Rob

Lid van de Belanghebbendengroep ZVC

## **ANTWOORD FORMULIER**

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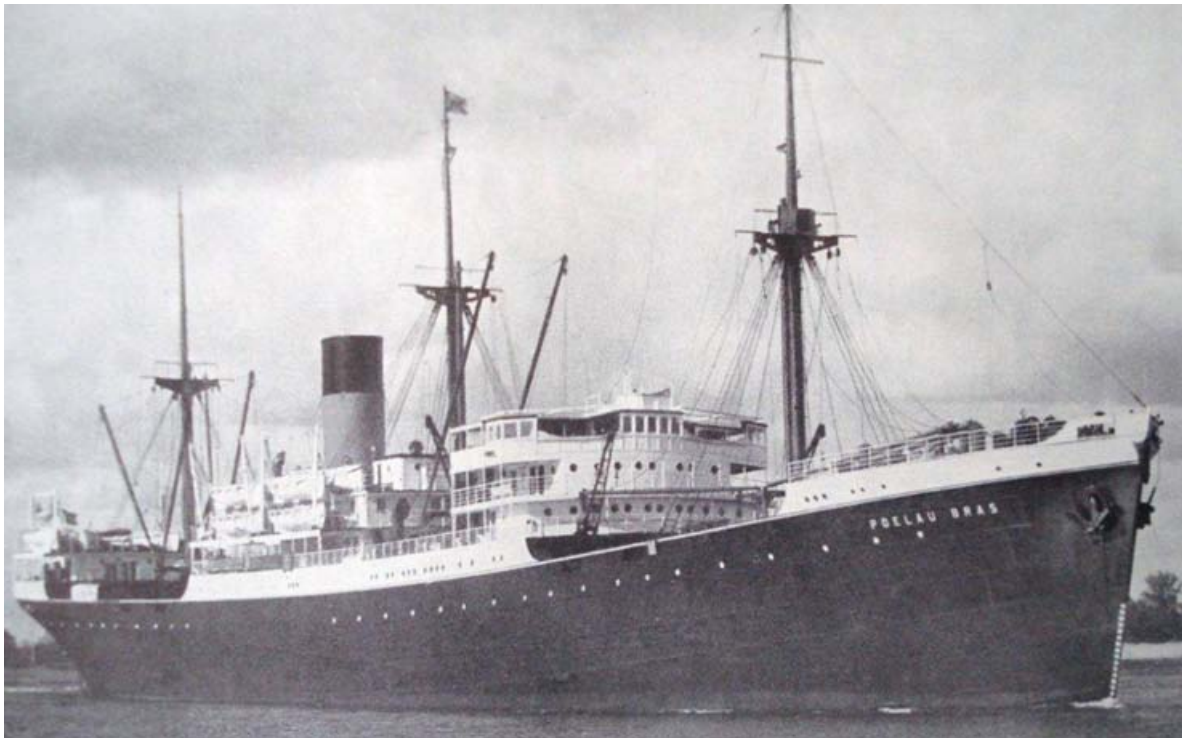
**AANTAL PERSONEN ;**

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**HANDTEKENING(EN) ;**

## OLDIE – FROM THE SHOEBOX



Above seen the 1929 built **PULAU BRAS** which sank after a bombardment March 7<sup>th</sup> 1942

Photo : Coll. Kees Torn

## .... PHOTO OF THE DAY ....



Harm's **URANUS** seen departing from Rotterdam with destination Las Palmas

Photo : Henk van der Heijden ©

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