

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 352



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Arriving 16-12-2010, to unload fire fighting helicopters, on deck, for Victoria Australia's summer season BBC CONGO off Williamstown.

Lets hope they are not needed!

Photo : Andrew Mackinnon - www.aquamanships.com ©

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EVENTS, INCIDENTS & OPERATIONS



Asia Europe trade produces a yield of US\$1.75 billion in Q3

ASIA-EUROPE trade has produced a revenue of US\$1.75 billion in the third quarter and continued to be Europe's most profitable trade, said a brand new information service BoxTradeIntelligence.

The eastbound Asia-Europe box volume reached 1.58 million TEU with a 35 per cent utilisation in the third quarter, while the westbound box volume was 3.82 million TEU with 83 per cent utilisation. The revenue yielded for eastbound trade was \$1.4 billion, and for westbound trade \$6.89 billion.

Headhaul cargo volumes from central China to Germany, Italy and the Netherlands rose 30 per cent in the third quarter year on year, while the growth to Britain was 26 per cent with Japanese imports up over 80 per cent year on year. Also, Russia saw a 65 per cent growth from central and south China. Likewise, backhaul volumes lifted 10 per cent from north Europe to southeast Asia, and 17 per cent from the Mediterranean to China in the third quarter year on year.

Exports from Russia to central and south China grew 15 per cent, while from Germany to north China 16 per cent. Exports from the Netherlands to China fell 20 percent. Exports from Britain to China remained stable as a whole with 7 per cent increase to south China but 6 per cent decrease to north China. **Source : Schednet**



Above seen the 2010 built ATG flag offshore tug/supply ship **UOS PATHFINDER** offshore Malta during her delivery maiden voyage on Tuesday 14th December 2010.

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

Sovcomflot and Exxon sign agreement for two icebreaking supply vessels

On 16 December 2010 in Moscow, the Sovcomflot (SCF) Group of companies and Exxon Neftegas Limited (a subsidiary of ExxonMobil) signed long-term agreements for two icebreaking supply vessels to service the oil platform at the Sakhalin-1 Project Arkutun-Dagi offshore oil field. The official signing ceremony, which took place in Moscow's Kremlin, was attended by the Chief of Staff of the Presidential Executive Office, the Chairman of the Sovcomflot Board of Directors Sergey Naryshkin, the President of ExxonMobil Development Company Neil Duffin, senior managers of OAO Sovcomflot, Exxon Neftegas Limited, OAO United Shipbuilding Corporation (USC), STX Finland and Arctech Helsinki Shipyard Oy.

The agreements were preceded by a tender, announced by Exxon Neftegas Limited in December 2009. The terms of the signed agreements stipulate a long-term charter for a minimum of 10 years for two, enhanced ice class supply vessels of 4000 deadweight tonnes each, which will commence operations off Sakhalin Island in June 2013. Both vessels will be registered in Russia and will fly the Russian flag. These vessels will represent the next generation of multifunctional icebreaking supply vessels. They have been designed to provide for delivery of supplies, emergency response, icebreaking, towing and escorting ships at the Arkutun-Dagi platform. The icebreaking supply vessels are designed to meet all the rules, standards and requirements of international conventions, national and regional rules, including the requirements of the Russian Maritime Register of Shipping. The vessels will have a specially designed stern to navigate in ice and a propulsion system with two steering units and dynamic positioning capability, which allows the vessels to maintain a steady position at the platform. The vessels are capable of operating during winter seasons, breaking ice of up to 1.7 meters thick. Their diesel-electric propulsion plants, which consist of four main engines, will provide total power of 18 mega watts. Relevant contracts for the construction of these supply vessels have been signed between SCF Group and Arctech Helsinki Shipyard Oy, a joint venture between OAO United Shipbuilding Corporation (USC) and STX Finland. SCF Senior Executive Vice-President Evgeny Ambrosov said: "The expansion of SCF Group in the market segment for servicing offshore energy projects is in line with the Group's Development Strategy for 2010-15, which envisages the development of national offshore operator. This includes the servicing of offshore projects and offshore oil and gas production facilities, first and foremost in the harsh climatic and

heavy ice conditions of Russia's Arctic and Far East. There is no doubting our pleasure in winning this tender, and it is particularly pleasing when we are talking about the development of cooperation with such a customer as Exxon. We have already gained some good experience of mutual cooperation within the Sakhalin-1 Project, both in the seaborne transportation of oil by shuttle tankers, and in providing services for the oil platform by the icebreaking supply vessel SCF Sakhalin. We also welcome Russian shipbuilders' involvement in the construction of icebreaking supply vessels. They will gain the required experience in the design and construction of similar vessels, for future projects servicing the Russian Arctic offshore oil and gas fields."

SCF Vice-President Igor Pankov noted: "During the work on this project we relied on the experience and knowledge accumulated while operating our ships (shuttle tankers and ice-breaking supply vessels) for Sakhalin projects. We anticipate that the innovative technologies employed during the building of these new ice-breaking supply vessels will be in demand, in particular for constructing the fleet servicing Yamal oil and gas projects." Exxon Neftegas Limited is a subsidiary of Exxon Mobil Corporation, an American oil and gas corporation. ENL is the operator of Sakhalin-1 Consortium which is involved in exploration and production of oil and gas on Sakhalin Island (Russia) and offshore, in Chayvo, Odoptu and Arkutun-Dagi fields located in the Sea of Okhotsk. Arctech Helsinki Shipyard Oy is a joint-venture company, which is 50/50 owned by STX Finland and United Shipbuilding Corporation (Russia). The company, employing approximately 400 persons, will focus on arctic maritime technology and shipbuilding and will unify Russian and Finnish Maritime clusters. Sovcomflot (SCF) Group is one of Russia's largest infrastructure enterprises. Its fleet comprises 147 vessels of about 11 million tonnes (dwt) in total; its current shipbuilding portfolio includes 16 ships representing an aggregate of 1.5 million tonnes (dwt):

- The average age of vessel in the tanker fleet is about seven years (the world average age is 12 years)
- The company owns the largest ice-class fleet, being No.1 in the Arctic shuttle tanker and ice-class LNG tanker market segments
- SCF Group is a world leader in the product carrier segment; it is the second largest in the Aframax tanker segment
- The Group's services include not only transporting hydrocarbons for its customers, but also trans-shipping crude oil via FSO facilities, terminal management and developing effective logistics for transporting energy, providing supply vessels services to drilling rigs and offshore platforms and fleet technical management
- Operating supply vessels servicing drilling platforms is an important segment of the business, which SCF Group commenced in 2009. The Group's supply vessels are servicing oil drilling platforms operated for the Sakhalin-1 and Sakhalin-2 projects
- SCF Group was presented with the prestigious Seatrade Global Performer 2010's award, in recognition of its pioneering work with Arctic seaborne cargo transportation, and won the 2010 Lloyd's List Award for Company of the Year. Source: sovcomflot.ru



Above seen the m.s. "**Arcadia**" at St Lucia in a early morning rain shower on the 27th of November.

Photo : Kees van Schie ©

Claim that Royal Navy sub caused fishing boat Bugaled Breizh tragedy

The mystery surrounding the sinking of a fishing trawler off the Cornish coast continued this week as an anonymous witness claims that the Royal Navy was involved in the disaster that killed five Breton fishermen.

A whistle blower, who is believed to be a retired submarine officer from the French Navy, claims that the Devon port based submarine **HMS Turbulent** hit the fishing boat when involved in a war games exercise with the French Navy in the vicinity of the **Bugaled Breizh** on the day it sank. The claim is thought to come from a first-hand account and is "100 % reliable", according to the weekly 'Le Marin' newspaper. The witness is reported to have heard a radio message from the commander of **HMS Turbulent** saying that the submarine had to return to base having suffered damage, shortly after the sinking of the **Bugaled Breizh**.

Lawyers acting for the families of the drowned fishermen said that they would like to call on the anonymous witness to appear in France's Supreme Court, which started its investigation into the sinking last week. **Source : ABP**



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Jeppe Pieperiet winnaar doop zeeschip Flinter Atlantic

- Prijs opgedragen aan alle mantelzorgers in Nederland
- Jeppe heeft strijd met Non-Hodgkin lymfeklierkanker gewonnen
- Jeppe laat zijn vrouw Hanny de doop verrichten als dank voor haar zorg
- Naast doop wint Jeppe ook mede-eigenaarschap **Flinter Atlantic**

Op 16 december is de 'wie wint de doop van een zeeschip'-wedstrijd tot een spannende ontknoping gekomen, met Veendammer **Jeppe Pieperiet** als winnaar. De doop op 22 januari 2011 van het 133 meter lange multi-purpose schip **Flinter Atlantic** van rederij Flinter, zal echter door zijn vrouw Hanny verricht worden, die hem tijdens zijn strijd met lymfeklierkanker altijd gesteund en geholpen heeft. CEO Bart Otto van rederij Flinter: "Een mooie keuze van de jury. Zij vonden zijn gebaar richting zijn vrouw de beste reden om de doop te mogen verrichten. Daar ben ik het helemaal mee eens. Hiermee is de doop meteen een signaal van waardering aan alle mantelzorgers van Nederland." Normaliter is de doop van zeeschepen voorbehouden aan koninginnen, prinsessen of echtgenotes van directeurs of hoogwaardigheidsbekleders. Dit was voor het eerst dat heel Nederland de kans had om een koopvaardijship ten doop te houden, door de beste reden om dit te willen in te sturen. Meer dan 100 mensen grepen die kans. De top 3 presenteerde vandaag nog eens 'live' aan de jury, waarna **Jelle Pieperiet** de hoofdprijs won. Behalve de doop bestaat die prijs ook nog eens uit een participatie in de vlootmaatschap **Flinter Atlantic** ter waarde van 5.000 euro.

Drie goede finalisten



Myriam Smits, echtgenote van Hans Smits, president-directeur van het Havenbedrijf Rotterdam, is ervaringsdeskundige als doopster van een schip. Zij trad vandaag op als voorzitter van de jury: "Alle drie erg goede finalisten met goede redenen, maar Jeppe sprong er voor ons bovenuit." De twee andere finalisten waren **Martinus Kusters** uit Terschelling, die al van kinds af aan gefascineerd is door de doop en tewaterlatingen van schepen en **Germ Martini**. Hij vertegenwoordigde de vrijwilligers van de Koninklijke Nederlandse Redding Maatschappij – reddingstation Eemshaven.

"Ziek ben je niet alleen"

De nu 48-jarige Jeppe werd in 2008 gediagnosticeerd met een kwaadaardige,

grootcellige, sneladelende vorm van Non-Hodgkin lymfeklierkanker: "Mijn wereld stortte in en ik dacht dat mijn laatste uur geslagen had. Na zes combinatiechemo's, twintig bestralingen en een revalidatieperiode van ongeveer acht maanden stond het er gelukkig een stuk beter met me voor. Dat heb ik te danken aan de huidige medische wetenschap, maar zeker ook aan mijn vrouw Hanny. Ziek zijn ben je namelijk niet alleen, maar dat ben je samen. Hanny heeft me in deze moeilijke tijd steeds verzorgd. En als ik het even niet meer zag zitten, pepte zij mij op en gaf me weer een nieuwe boost. Daarom komt er voor mij maar één iemand in aanmerking en dat is zij!"



The **IMS AMAN** seen off Kemmam Supply Base – Photo : Capt. Jelle de Vries ©

Baltic index to rise in Q1

The main global sea-freight index will nudge up in the first quarter from the current level as strong Chinese demand offsets pressure from an oversupply of vessels that has weighed on the market for the past year. Industry experts polled by Reuters this month expected a small rebound in the benchmark index due to an anticipated rise in Chinese imports of iron ore and coal, the two main commodities in the dry bulk market by volume. The median of the poll of 11 shipbrokers and analysts showed the Baltic Dry Index (BDI), an indicator of world economic activity, would average 2,118 points from January through March, up 2 per cent from Monday's close of 2,076.

'The biggest factor that will influence the dry market in the first three months of the year will be Chinese imports of iron ore,' said Marius Magelie, analyst at Norwegian bank ABG Sundal Collier. Bulk-shipping firms, which transport iron

ore, coal, and other commodities, have struggled to recover from the global economic downturn with the Baltic Exchange's dry index down more than 30 per cent so far this year. Still, the rebound in the freight market was expected to be temporary as the arrival of new vessels pressures an already oversupplied market. The industry's forecast of 2,118 points was lower than the fourth quarter's average so far of 2,439 points and the full-year 2010 average of 2,789, indicating the BDI would continue its downward trend. 'The full weight of the new supplies will be felt in the second and third quarters, when things will be very, very bad for the industry,' said Khalid Hashim, managing director of the Thai-listed firm Precious Shipping. He believed the BDI could fall below 1,000 points in the second quarter. The index last dipped below that level in January 2009. The increase in tonnage, which will include the rollout of the world's largest dry bulk carriers by Brazilian mining giant Vale in the first half of 2011, was expected to choke off a recovery in the freight market for years. The global dry bulk fleet was seen expanding by 11 per cent next year to 594 million deadweight tonnes, outpacing demand growth of 8 per cent, analysts said.

Chinese steel mills were expected to boost iron ore imports in 2011 as the government loosens caps on electricity use, imposed earlier this year to meet energy efficiency targets. 'The biggest positive could come from China ramping up steel production with the lifting of the power restrictions that strangled production in the fourth quarter,' said Janet Lewis, shipping analyst for Macquarie Securities. Chinese iron ore imports were expected to rise as much as 10 per cent from a projected 620-630 million tonnes this year, traders and analysts said. An unusually cold winter in China could also increase demand for foreign coal in the world's second largest economy and support global freight rates. 'Weather will be the most sensitive factor for the first quarter. A cold winter will increase coal demand and delay shipyard building capacity,' said a senior dry bulk trader with a Chinese shipping company, who asked not to be named because he was not authorised to speak to the media. **Source: reuters.com**



The **TSUKIBOSHI** seen off Kaohsiung with in the background the **MAERSK SOROE** – Photo : Richard de Jong ©

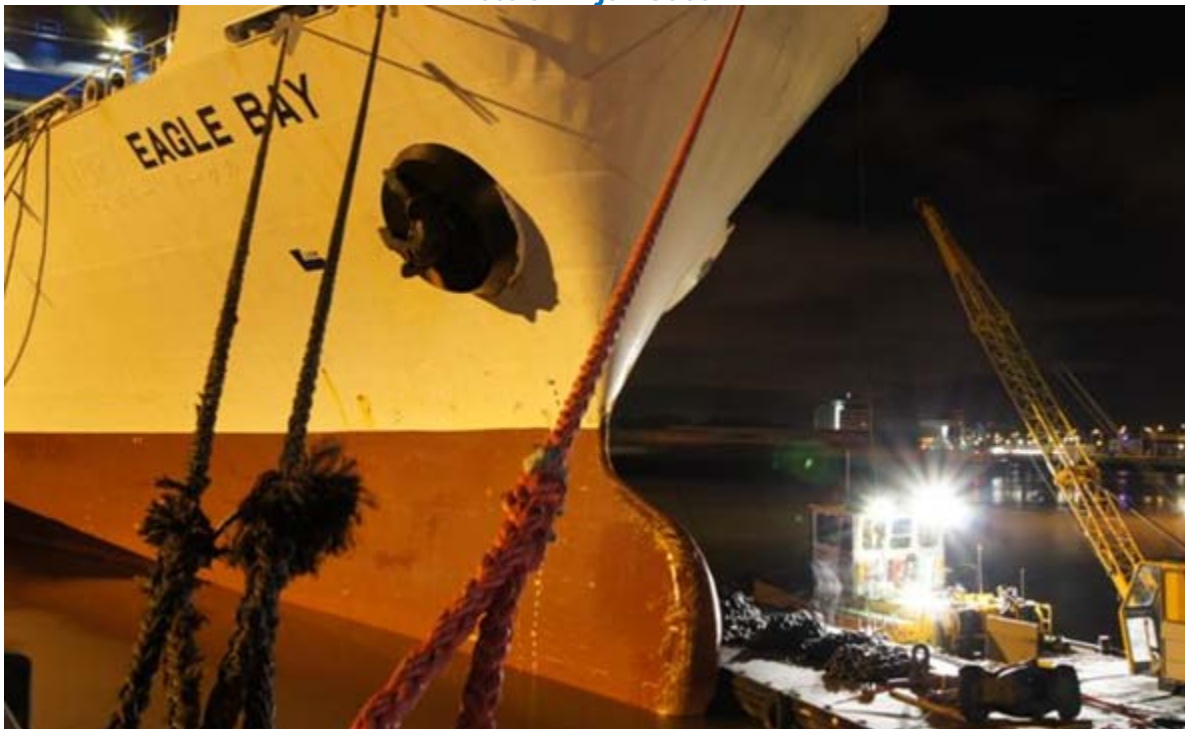
In verband met de weersomstandigheden heeft het bestuur besloten de Lekko bijeenkomst vandaag (zaterdag 18 december) in IJmuiden af te blazen. De vooruitzichten zijn van dien aard dat het niet verstandig is om de weg op te gaan, thuis blijven dus.

DAMEN ANCHOR & CHAIN SUPPLIES NEW ANCHOR AND CHAIN FOR EAGLE BAY



Seatrade's **Eagle Bay** seen in the Waalhaven quay 2503 in Rotterdam. The Studlink anchor was lost during bad weather night she was in Rotterdam for loading cargo. **Damen Anchor and Chain Factory** had supplied the new anchor chain complete with the anchor.

Photo's : Arjan Sebel ©



NAVY NEWS



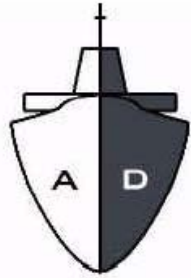
Above seen a **Harrier GR9** landing on the recently decommissioned **Ark Royal** Aircraft Carrier, in Britain, 11 March 2010. The Harrier jump jet made its final operational flight on 15 December 2010 as seen left, and left from RAF Cottesmore in Rutland.



The aircraft, one of Britain's greatest technical achievements was retired early after falling victim to defense cuts. In celebration of the aircraft, Harriers passed over seven military bases, the town centres of Stamford and Oakham, and Lincoln Cathedral. The Harriers will be decommissioned in 2011 to be

replaced by the Joint Strike Fighter by the end of the decade. **Photo's : Royal Navy**

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HMS Ambush trapped on dry land by technical glitch



HMS Ambush, the second of the Royal Navy's next generation of submarines, was official "launched" without actually entering the water because of a technical hitch.

The embarrassing problem is the latest to hit the Astute class vessels, after **HMS Astute**, the first to be delivered ran aground off the Scottish coast. **HMS Ambush**, the next in the series, has now been trapped on land because of a technical fault with the machinery needed to lift it.

About 2,000 people will attend the

waterless ceremony in Barrow-in-Furness, performed by the wife of the Royal Navy's Commander in Chief. A BAE Systems spokesman said: "Due to a last minute technical issue involving some of the equipment required to move the submarine inside the Devonshire Dock Hall, **Ambush** will now not leave the DDH following the launch ceremony.

"The ceremony will continue as planned, and **Ambush** is scheduled to move from the DDH and into Devonshire Dock in the coming days." The submarine, which will begin sea trials in about one year's time, is armed with Spearfish torpedoes and Tomahawk Land Attack Missiles.

It produces its own air and water, so can circumnavigate the globe without needing to surface. The navy will not take delivery of **HMS Ambush** until the sea trials are complete. However, technical problems have plagued HMS Astute, the navy's other new nuclear submarine. In October this year **HMS Astute** ran aground on rocks off Scotland causing considerable embarrassment to Navy chiefs.

The world's most advance nuclear submarine cost £1.2billion. It is understood that the boat, which is first in its class, ran aground by its stern in a manoeuvre that "went slightly wrong" after it had dropped some sailors ashore in tidal waters off the Isle of Skye. It was later towed free. At 7,200 tonnes the **Astute** is the biggest British nuclear attack submarine ever built, although it is half the size of the Trident nuclear submarines at 16,000 tonnes. The boat's nuclear reactor will never need refueling during its 35 year life. In the same month it was announced that the seventh and final Astute class submarine would be ordered despite other defence spending cuts **Source : The Telegraph**

Hr. Ms. Amsterdam ontmoet Hr. Ms De Ruyter tijdens Ocean Shield



Hr. Ms. Amsterdam heeft met de bevoorrading van haar aflosser de laatste actie tijdens antipiraterijmissie Ocean Shield uitgevoerd. Het Luchtverdedigings- en Commandofregat **Hr. Ms. De Ruyter** kreeg op 10 december op volle zee 14 pallets met onder meer voeding en medische artikelen. **Hr. Ms. Amsterdam** leverde tevens brandstof en informeerde onder andere commandeur Michel Hijmans over opgedane kennis tijdens de antipiraterijmissie in de wateren rond Somalië. De marineman, per rubberboot afgezet voor het bezoek aan zijn landgenoten, voert vanaf **De Ruyter** het bevel over het internationale NAVO-vlootverband dat nu voor Ocean Shield opereert.

Photo : Mindef

Hr. Ms. Amsterdam stoorde tijdens de deelname aan Ocean Shield meerdere malen piratenacties en hield verschillende zeerovers aan. Het marineschip leverde tijdens 20 bevoorradingen 3 miljoen liter dieselolie aan schepen en gaf 500.000 liter helikopterbrandstof af. De **Amsterdam** is op 13 december het Suezkanaal gepasseerd en komt tien dagen later aan in Den Helder.

NEXT ONE TO DECOMMISSION



The Swan Hunter built **A 388 RFA Fort George** seen sailing from the Tyne December 13th for the last time. Another vessel being decommissioned. Photo : Kevin Blair ©

Anti-piracy ship in Gibraltar

HMS Montrose is visiting the Naval Base from today to Saturday of this week before returning to UK after a five-month deployment. The Type 23 frigate has been taking part in NATO counter-piracy operations off the Horn of Africa and in the Somali Basin. Only a matter of days after arriving on station, **Montrose** disrupted a group of suspected pirates thought to be preparing to attack a North Korean merchant vessel in the Gulf. A distress call from the **MV Mi Rae** had reported that a gang of men in a nearby boat were acting suspiciously. On receiving the message, **Montrose's** Commanding Officer, Commander Jonathan Lett sent his Lynx helicopter to investigate. Seeing the helicopter, the suspected pirates moved away from the **Mi Rae** and the Lynx crew observed them throwing objects, including a rocket-propelled grenade launcher into the sea.



Marines and sailors were then dispatched from **Montrose** to question the suspected pirates who were finally allowed to continue on their way. Only a week later, **Montrose** prevented a different gang of suspected pirates from entering the Indian Ocean to attack merchant ships. The frigate was alerted to a gang of ten men acting suspiciously in a small boat off the coast of Somalia near to a known pirate camp. Their boat, loaded with ladders and fuel drums, was towing two other smaller vessels that have been traditionally used for pirate attacks against ships.

Again, **HMS Montrose** launched her Lynx helicopter and a boat of Royal Marines and sailors to investigate. Once the suspected pirates spotted the helicopter and boarding team, four of the suspected pirates took one of the smaller boats and tried to flee to shore. The remaining men stopped in the water and when the Lynx helicopter hovered overhead they tried to get rid of their ladders overboard. After the Royal Navy boarding team confiscated all the pirate gear, thus ensuring that the gang could no longer pose a threat to merchantmen, they were transferred to the remaining skiff. Speaking about the incident, the Commanding Officer of **HMS Montrose**, Commander Jonathan Lett, said:

"The disruption of a pirate gang in the Somali Basin by a NATO warship was very rewarding. Our actions prevented suspected pirates from heading out to sea to prey on innocent merchantmen. **HMS Montrose** continues to help keep the seas safe." After reaching her home port of Devonport, **Montrose** will go into a maintenance period before embarking on a series of port visits around the UK. Commissioned in 1992, the ship has a crew of 174 officers and ratings and is equipped with the latest weapons, sensors and communication systems, including the air defence Seawolf missile system, a 4.5 inch (114.3mm) gun, anti-submarine torpedoes, Harpoon anti-ship missiles and a Lynx helicopter. Source : Panorama

SHIPYARD NEWS

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Remontowa lays keels of Ezra MPSV pair



Polish shipbuilder Remontowa has laid the keels of two multipurpose platform supply vessels it is building under a contract with Lewek Shipping Pte Ltd., a subsidiary of Ezra Holdings of Singapore. The MMC 887 CP design vessels will be entirely constructed in Remontowa's Northern Shipyard in Gdansk with delivery dates set for first quarter and second quarter 2012.

Measuring 87.90 m in length and 18.80 m across the beam, the 5,200 dwt vessels have a deck

area exceeding 900 sq.m and accommodations for 60 persons. The vessels are equipped for carriage of dry bulks, general supplies and liquid mud, general cargo on the open deck as well as special products like methanol. The vessels are DP2 equipped, comply with Fi-Fi 1 and are equipped for oil recovery and safety standby assignments. They are designed so that they can carry out towage and anchor handling duties.

In the supply mode, the vessels operate on electric drive. However, the main engines can provide additional directly via shaft lines to the CP propellers when extra power is required. The vessels are being built to the requirements for the ABS ENVIRO class notation and in accordance with the latest SPS code.



Above seen at the CDM the m/v **RIVIVAL** for propeller renewal, vessel is old Japanese fishery Inspection vessel and now used as private yacht by American owner.

Photo : John Smit ©

Trailing suction hopper dredger Werner Möbius delivered

VOSTA LMG's partner yard J J Sietas KG has delivered the first of two trailing suction hopper dredgers, Werner Möbius, to Josef Möbius Bau-Aktiengesellschaft. The vessel was delivered in Hamburg on December 3rd. Josef Möbius Bau-Aktiengesellschaft is part of the STRABAG AG group in Austria.

At the beginning of July 2008 VOSTA LMG concluded a contract with J J Sietas for the supply of engineering and component packages for the construction of two trailers, one of 5,500m³ and one of 7,350m³ hopper capacity.

The second trailer, the 5,500m³ vessel, is due to be delivered in January 2012 and will, said VOSTA LMG, "be delivered with a few modifications" (although it did not specify what these might be). Both trailers have environmental friendly diesel-electric propulsion systems and were built using modular construction techniques that enable trailing suction hopper dredgers ranging in size from 4,200m³, 5,500m³ to 7,200m³. **Source : Dredging News Online**



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Fincantieri shipyard launches the Rossita for Atomflot

Muggiano-La Spezia-based Fincantieri shipyard launched the **Rossita** (stands for Russia and Italy), a vessel to transport radioactive material from dismantlement of Russian nuclear submarines. The launching and naming ceremony held, Dec. 16 was attended by Russian and Italy officials, the Minister for Economic Development of Italy, Paolo Romani, and the Russian Minister for Industry and Trade, Viktor Khristenko, CEOs of Fincantieri, Giuseppe Bono, and of Sogin, Giuseppe Nucci. Godmother to the ship was Cristina Brivonese, the shipyard's press release said.

The ship will be employed by the Russian company Atomflot – working under the supervision of the Authority for nuclear energy in Moscow "Rosatom" – to transport spent nuclear fuel from facilities in North West Russia (Kola Peninsula and the White Sea) to the port of Murmansk and conditioned radioactive waste to the temporary storage facility of Sayda Bay, where Germany is building a treatment and storage plant worth 300 million Euro.

Scheduled for delivery in 2011, the "**Rossita**" embodies cutting edge design, proof of Fincantieri's extensive know-how in building special ships with high level of technological content. Examples of this expertise are the duplication of plant in the hold so that it is autonomous and separate from the rest of the plant, two propulsion areas separated by a watertight bulkhead, and a double hull in the part of the ship where the cargo is held.

In addition, the shield protecting the holds and the monitoring system for the whole of the area involved in transporting the cargo have been designed in accordance with strict regulations regarding nuclear safety and security.

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The order is comprised within the framework of an agreement of cooperation drawn up in 2003 between the Russian and Italian Governments for the dismantlement of nuclear submarines dismissed from service and the safe management of radioactive waste and spent nuclear fuel.

Under the agreement, reached following the creation of the Global Partnership launched on the occasion of the 2002 G8 held in Kananaskis (Canada) which sets out to reduce the threat of terrorists using nuclear, chemical, radiological and biological weapons, Italy committed funds of 360 million Euro, of which approximately 136 has already been designated to cover a total of 28 contracts. The project has been wholly entrusted to Sogin who, as general coordinator, has seen its expertise in the field of managing nuclear waste recognized also internationally and has had the opportunity to further develop its range of operations abroad and its network of contacts and experience worldwide in the management of complex projects of nuclear decommissioning.

Under the Global Partnership four submarines have already been dismantled to date and decommissioning of a fifth has been scheduled. Carrying out these activities as a joint venture between Russia and Italy has led to substantial savings and improved levels of efficiency enabling two additional submarines to be dismantled compared to the original plan.

In addition to the dismantlement of the Russian submarines and the construction of the ship to transport the waste and material and the transport itself the project comprises three further lines of activity: improvement of the physical protection of the installations; treatment of liquid and solid radioactive waste and temporary storage; construction of containers for the transport of spent nuclear fuel and highly radioactive waste.

"In a time of serious crisis for the shipbuilding industry our decision to enter every market sector and exploit new business opportunities has proved successful. I am especially proud of this project both because it is a further example of Fincantieri excellence in terms of technology and product and because we have been called to carry out an important mission for the world community", commented the CEO of Fincantieri, Giuseppe Bono.

"Becoming a recognized leader at an international level in the field of decommissioning is a reason for great pride, not only for our company but also for Italy", Sogin CEO Giuseppe Nucci said. "Furthermore, our role as general coordinator for the whole project of dismantlement of the nuclear submarines is a great opportunity for work and development for our companies in one of the most promising markets in the Old Continent, with a GDP which, in the second quarter this year, grew by over 5%, according to the federal statistics agency Rosstat". **Source : PortNews**

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The advertisement features a blue and white tugboat with "PANAMA R.P." and "CALOVESORA" written on its side, sailing on a choppy sea. The background is a light blue sky with white clouds. The text is in Dutch, celebrating the company's services for the year 2011. The Redwise logo, consisting of a stylized red and blue wave, is positioned to the right of the boat. Below the logo, the text "GLOBAL SHIP DELIVERY & CREWING" is written in a smaller font. At the bottom right, the company's website "www.redwise.com" is displayed.



The **GREEN LAKE** seen in Rio Grande – Photo : Marcelo Vieira ©

Deep Water Container Port Terminal project: submerged vessels' wreckage impedes work

The wreckage of scores of submerged vessels on the seabed has virtually impeded progress on **Pakistan Deep Water Container Port Terminal** project, seaport sources said on Tuesday. "The wrecks of some 10 ships have settled on seabed for the last four decades in the area of project construction, which is now creating hurdles in project development work," they added. The ships' remains on the seabed have scattered all over in the area, which are now impeding work on \$1.087 billion project, they said. "In fact, dredging and reclamation work has come to a halt after the authorities witnessed obstructions beneath water, bringing the progress on the Pakistan Deep Water Container Port Terminal project to cease," sources elaborated.

More likely, the ships' wrecks could be over 15,000 tonnes spread on the seabed all around Karachi Port, they said, adding "delay is seen a big blow to the project if construction on it did not resume forthwith". The project has come under severe criticism from port and shipping sector, calling it "perfectly" ill-planned adventure. Report regarding the project delay left the KPT Chairwoman dumbfounded when she was visiting the construction site, sources said. They said that the project consultants (Royal Haskoning and Techno-Consultant International) gave details to her about wreck obstructions.

According to details provided by the shipping sector, the submerged ships are **M/v Abasin, M/v Regal Sun, M/v Munir, M/v Nanda Devi, M/v Dynamic Venture, Aqua Marine, F.T East BEU 505, M/v Naran and Bakhtawar I&II**. First seven vessels scattered into sea inside and outside of the Karachi seaport in 1972, 1980, 1975, 1976, 1976, 1991 and 1998, respectively, shipping sector said.

Sources said KPT could face difficulties in meeting the Concession Agreement with Royal Haskoning, if delays in port construction continued further. "KPT has a controversy with M/s China Water and Electric (CWE) - a firm responsible for dredging and reclamation works, over the removal of submerged ships remains," sources added. Sources claimed CWE had asked KPT that removal of ships' remains had not been covered under the bill of quantities (BOQ) primarily given to it for dredging and reclamation. "CWE has demanded KPT for a separate tendering for the additional work of ships' wrecks removal," they added. "Now KPT is giving Rs 500 million project of ships wrecks removal assignment to other private firms through backdoors without tendering," sources claimed.

They said KPT was negotiating with at least three companies to give over Rs 500 million wrecks removal contract and if it happened would be a "sheer" violation of PPRA rules (2004). When contacted KPT officials for comments, they said, "we are not in a position to give any statements on the project delays at present".



TUI eyes Hapag-Lloyd listing in 2011

German tourism group TUI AG is confident that it can float its stake in container carrier Hapag-Lloyd in 2011, a first step in plans to focus on its travel business. Chief executive Michael Frenzel told journalists on Tuesday that his preferred option would be an initial public offering but added that he was in no hurry. 'We currently see a favourable time window for exiting our Hapag-Lloyd position. Container shipping is healthy and on an upward trend,' Mr Frenzel said in a conference call after the group reported a 25 per cent rise in underlying 2009/10 profit. Shares in TUI, which owns Europe's largest tour operator TUI Travel, rose 4.8 per cent to a two-year high of 9.79 euros (\$17.14) at 0846 GMT, topping the German mid-cap gainers, and boosted by its forecast for a positive group result in 2010/11. Analysts at WestLB welcomed the optimistic outlook so early in the new financial year. 'The attractive valuation, in combination with several share price drivers in the coming weeks (for example, the IPO of Hapag-Lloyd and good booking situation for the summer season), makes TUI AG one of the most attractive stocks in the sector,' they wrote in a note to clients.

TUI had previously planned to sell Hapag-Lloyd to a consortium, but falling freight rates and volumes as a result of the financial crisis meant that it ended up pumping more money into the company and keeping a larger stake than it expected. Now that trading has improved, TUI said earlier this month that it planned to mandate Credit Suisse, Goldman Sachs and Greenhill to start preparations for a stock exchange listing of Hapag-Lloyd. TUI owns 43 per cent of Hapag-Lloyd and this will increase to almost 50 per cent at the end of 2010 through the exercise of a convertible bond. It has previously valued its stake in Hapag-Lloyd at 2.5 billion euros. Mr Frenzel said on Tuesday that TUI was also considering selling its shares to individual investors. Logistics businessman Klaus-Michael Kuehne, part of the Albert Ballin consortium that owns 57 per cent of Hapag-Lloyd and majority owner of Kuehne + Nagel, is expected to increase his stake in the shipping firm after the IPO, sources told Reuters last week. TUI reported underlying earnings before interest, tax and amortisation (Ebita) of 589.2 million euros for the 12 months ended September 2010, compared with 470.5 million euros last year. Turnover fell 1.5 per cent to 16.35 billion euros, hurt by the Icelandic ash cloud that grounded European flights for just over a week in April. 'Trading for the current winter season is up year-on-year in all European source markets, with some markets reporting substantial growth,' Mr Frenzel said. After staying at home during the recession, consumers are starting to book holidays again, with customers in Nordic countries in particular driving growth. Russia and Brazil will be key areas for expansion in the future, Mr Frenzel said, with smaller acquisitions likely in Russia. Rival Thomas Cook is also keen to take advantage of the fast-growing Russian market and recently bought into local operator Intourist. Mr Frenzel said that TUI was ramping up marketing costs as it aims to gain market leadership there. He added that together with TUI Travel CEO Peter Long, he was looking at Brazil as a possible source market and was also planning to reorganise its joint venture in China. For 2010/11, analysts estimate that underlying Ebita will rise to 668 million euros. Mr Frenzel declined to comment on

whether TUI would pay a dividend in 2011, but said that the group was working to return to a payout as quickly as possible. Source: businessstimes.com.sg



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Above seen in Guadeloupe the **SKY OCEANUS** (ex **Dock Express 10**) to discharge a crane. The second crane is bound for Altemira, Mexico, both cranes are built by Kalmar and loaded in Taicang (China)

Photo : Pelle de Jong ©

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Hempel opens its largest factory

Leading protective coatings supplier Hempel officially opened a new, state-of-the-art manufacturing facility this week in Guangzhou, China. Hempel's new factory will help the company meet the increasing demand for coatings in the region. The factory also includes a new research and development centre which is the third largest R&D facility within the Hempel Group.

With 56,000 square meters of space, Hempel's newest and largest factory, located in Guangzhou, China, is expected to produce more than 42 million litres of coatings per year, with a maximum production capacity of 55 million litres. The

Guangzhou factory replaces Hempel's oldest Chinese factory in Shekou, China, and employees have now moved to the new location. "This production facility showcases the most advanced technologies in coatings manufacturing," says Hempel CEO Pierre-Yves Jullien who officially opened the new factory. "And our new R&D and in-house training centres in Guangzhou will boost innovation in the region and for Hempel worldwide." According to Ethan Hou, Hempel Group Vice President, Asia, the new factory will support Hempel's ambitious plans for growth in China – increasing production capacity in both solvent and water borne coatings. "We have a strong commitment to the Chinese market," remarks Hou. "The opening of the Guangzhou factory with its high-tech systems and R&D centre is part of our plan to strengthen our business here."

Located in the Yonghe Zone of the Guangzhou Economic & Technology Development District about 100 kilometres north of Hong Kong, Hempel's Guangzhou factory was completed in 14 months at a cost of RMB 205 million (approximately EUR 22.5 million). **Source : Seatrade**

New Maersk country head for M'sia, S'pore

Bjarne Foldager will be Maersk Line's new country manager for Malaysia and Singapore, the shipping giant announced yesterday. From Jan 15, Mr Foldager will be responsible for the development and execution of strategy, and will oversee sales, operations and customer service for the area.

'I am looking forward to heading up the Malaysia and Singapore teams,' said Mr Foldager. 'One of the areas I am eager to work on is further improving the way Maersk Line serves our customers, ensuring that we deliver to them a value proposition that includes reliable service, a strong customer focus and unmatched environmental performance.'

He will be based in Kuala Lumpur and will report to Thomas Knudsen, regional head of Maersk Line in Asia Pacific. 'Bjarne brings with him vast leadership and business experience, with an intimate working knowledge of Asia,' said Mr Knudsen. 'I look forward to working with him in his new position where he will use his business acumen and creativity to build upon the good work already started here, and to make Maersk Line our customers' first choice every time.'

Before this appointment, Mr Foldager - who has been with the AP Moller-Maersk Group for 19 years - was the managing director of AP Moller Singapore. He will replace Omar Shamsie, who will move to Dubai as the regional head of Maersk Line in West and Central Asia. **Source : The Business Time**

Sinopec plans start-up of Beihai LNG terminal in 2014

China's Sinopec Corp has mapped out detailed investment plans for a 3 million tonne-per-year liquefied natural gas (LNG) import terminal in southern China and aims to start operations in 2014. The plans, the state oil giant's second LNG terminal in China, will be ready soon for submission to the National Development & Reform Commission for formal approval, an official with direct knowledge of the project told Reuters. The terminal in the southern coastal city of Beihai of Guangxi region, will supply gas to a dozen cities in Guangxi and two cities in neighbouring Guangdong province through a planned pipeline grid. Combined, the project will cost roughly 17 billion yuan (\$2.6 billion), the official said. **Source : reuters.com**





The **SANKO DOLPHIN** seen in the port of Cape Town – Photo : Aad Noorland ©

Van Oord has completed Belwind and commissioned a new installation vessel for Offshore Wind Energy market

Van Oord has completed the Belwind Phase 1 Offshore Wind Farm off the coast of Zeebrugge, Belgium. On Thursday 9 December 2010 Belwind was officially opened.

The Belwind Phase I Offshore Wind Farm was completed in the record time of 15 months and will now provide 175,000 households with green energy. Van Oord was responsible for the design and construction of all of the foundations, the complete electrical infrastructure and the connection to the onshore grid. The Belwind Phase I Offshore Wind Farm includes 55 wind turbines and one offshore high voltage station. The farm is located approximately 50 km off the coast of Belgium, in waters ranging from 15 to 32 m deep. Belwind Phase I is the furthest operational offshore wind farm in the world to date. Project execution began in August 2009. In February 2010, the 56 foundations, consisting of monopiles weighing 400 tonnes each and transition pieces weighing 160 tonnes each, were successfully installed. Between April and August 2010, the 55 Vestas V90 wind turbines, each capable of producing a maximum power output of 3 MW, were installed on the foundations.

Van Oord has also commissioned the construction of a transport and installation vessel for constructing offshore wind farms. The vessel will be constructed at the Sietas shipyard in Hamburg, Germany.

The extremely innovative and advanced transport and installation vessel to be built for constructing offshore wind farms will be 139 m long, 38 m wide, with a designed draught of 5.7 m and a top speed of 12 knots (see artist impression). The vessel will be fitted with a crane capable of hoisting 900 tonnes and accommodation for 74 people. The vessel will be delivered in September 2012.

For the past few decades, Van Oord has been involved with the construction of various offshore wind farms in the North Sea, sometimes as a contractor for parts of farms and sometimes as an EPC (Engineering, Procurement, Construction) contractor. Belwind is Van Oord's second EPC contract in the offshore wind farm industry. In 2007, Van Oord successfully completed the Princess Amalia wind farm off the coast of IJmuiden, the Netherlands. Both projects confirm Van Oord's leading role on the market for offshore wind farms in northwest Europe. **Source : Van Oord**

Oman Ferries Continue To Set Records

With its Austal built high speed ferry "**Hormuz**" having already increased the record for the world's fastest diesel powered vehicle passenger ferry, setting a target of 56.3 knots on 19 November 2010, the National Ferry Company of Oman has now confirmed that her sister vessel "**Shinas**" has broken that record by achieving a speed of 56.6 knots.



The record was broken on Monday, 29 November 2010 while the vessel was on passage from Wedam to Muscat in light wind and a half metre swell. While 56.6 knots was the highest speed recorded the average

speed for the entire journey was an impressive 52.5 knots.

By fortunate coincidence the record was broken during the celebrations to commemorate the 40th Oman National Day and the birthday of HM Sultan Qaboos, the ruler of Oman.

Glenn Williams, Austal's executive manager for sales and marketing, said that he congratulated Mr Mehdi Al Abduwani, the Chairman National Ferries Company and all of his team for this record breaking achievement which demonstrated the effectiveness of the partnership between the high quality design and production of the Austal built vessels and the professionalism and expertise of the management and operation of the National Ferries Company.

Shinas and **Hormuz** are identical 65 metre aluminium catamarans, delivered in 2008, that have the capacity to carry 208 passengers and 56 cars or 54 lane metres of trucks plus 40 cars. The ferries provide a tourism service to Oman's ruggedly spectacular Musandam Peninsular and are the flagship vessels in the Sultanate's expanding marine transport.

The service linking Muscat to Khassab in the Musandam Peninsular is the longest fast ferry route in the world and the two ferries were optimised to cover the 225 nautical mile journey at speeds of up to 50 knots. Each ferry is powered by four MTU 20 cylinder 1163 series diesel engines driving a Rolls Royce / KaMeWa waterjet propulsion system that was selected to achieve the strict performance targets with special consideration for the local operating conditions.

Onboard features also include a helicopter landing facility that has been incorporated into the design to allow for emergency operations, as may be required, by the Police Coast Guard.

The vessels were built in accordance with the requirements and under the survey of Det Norske Veritas, conforming to the International Maritime Organisation High Speed Craft code (HSC 2000). **Source : Austal**

NO research Shore Support in final phase



TNO's research for Shore Support regarding the safety on board shortsea vessels with various crew compilations, has reached its final phase. TNO is currently analysing data that has been captured 24 hours a day over a time period of 12 months on 25 vessels of Wagenborg, Flinter and Amasus. This resulted in over 200,000 measurements of various kinds, a huge logistic undertaking. The final report of this complex socio-technical research can be expected very soon and seems to have surprising conclusions, according to TNO, improving the operational efficiency on board. What will be the next logical step? We will keep you updated via the Shore Support website. Prior to this study, TNO gained knowledge in the automation and effectiveness on Dutch naval vessels and other maritime cases.

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The innovation project Shore Support investigates the social, legal en technical possibilities of shore support for coastal ships to improve ships safety and stimulate flexible manning requirements. In other words: a sustainable approach to use effectively the limited resources of engineers and technical options available ashore to optimize shortsea ship's performance. An innovative consortium is formed of European renown shipping companies, marine suppliers and knowledge institutes.

For more information, please visit the dedicated website www.shoresupport.eu or contact Izabella van Tuijl, Project Manager Innovation of HME and responsible for the project Shore Support (T: (0)10 44 44 333, M: 06 301 502 41 of E: it@hme.nl).



The **FAR SCOUT** (left) and **SIEM SAPPHIRE** seen moored in Rio de Janeiro – Photo : Jaap van den Heuvel ©

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Scana awarded Ulstein contract

Scana Industrier ASA has through its subsidiary Scana Volda AS been awarded contract with Ulstein Verft AS for delivery of propulsion system and controls for two Seismic Research vessels. The design is Ulstein SX134 from Ulstein

Design & Solutions, which has the X-Bow (reg. trademark) hull shape. The vessels will be built at Ulstein Shipyard in Norway. Deliveries are September and December 2011. The vessels are for Polarcus, based in Dubai, UAE.

The vessels are classified as ICE-1A*, which allows for operation in Arctic waters under harsh ice conditions. All systems are chosen and classified for withstanding operation in ice. The two propellers are driven by two electric motors each, via two of the sophisticated Scana Volda twin-engine gear boxes. A system solution to ensure redundancy in operation.

Scana is proud to work together with Polarcus and Ulstein Verft, both leading providers of their respective services, committed to innovation and with a high quality focus. This order is another prove that Scana Volda is a market leading supplier of sophisticated propulsion systems. The market for advanced vessel operation tends for environmental friendly solutions and high flexibility in operation by use of diesel electric propulsion. Solutions that represent good potential for the Scana Volda product range. Also, the new contracts are important for Scana Volda's activity level ahead, Scana Industrier CEO, Rolf Roverud, says. **Source: Scana**



Hellenic Carriers Announces Fleet Deployment Update

Hellenic Carriers Limited, an international provider of marine transportation services for dry bulk cargoes, announces that further to our previous announcement dated 8 October 2010, the vessel **Hellenic Sea** is back in service..

The vessel completed hull repairs and was delivered to her charterers Setsea S.p.A. on 5 December 2010 to continue service under the time charter agreement that commenced on 29 May 2010. The daily gross rate of the fixture is US\$23,300 and the earliest and latest expiration dates are 29 April and 29 June 2011 respectively. The vessel-owning company, through its insurance policy, is covered for the cost of the repairs and the related expenses (excluding loss of the hire) above the applicable deductible (US\$125,000). The **M/V Hellenic Sea** is a 65,434dwt Panamax built in 1991 at Jiangnan Shipyard, China. **Source: Hellenic Carriers.**

OLDIE – FROM THE SHOEBOX



The **CV 43 USS CORAL SEA** seen leaving Garden Island – Sydney – Australia in May 1963

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.... PHOTO OF THE DAY



Above seen the 2002 **Celebrity CONSTELLATION** arriving in Willemstad (Curacao)
Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

BOEKBESPREKING

Door : Frank NEYTS

“Johan Been”

Bij Uitgeversmaatschappij Walburg Pers verscheen onlangs “**Johan Been. Rasverteller uit Brielle (1859-1930)**”. Jenneke Groeneveld tekende als auteur. Johan Been was een vlot verteller, iemand die makkelijk schreef, met een groot improvisatietalent lezingen gaf en als spreker zijn gehoor wist te boeien. Maar toen hem tijdens een interview ter gelegenheid van zijn 70ste verjaardag gevraagd werd hoeveel boeken hij had geschreven, moest hij – misschien wel voor het eerst in zijn leven – het antwoord schuldig blijven.

Na een aantal romans en jeugdboeken onder het pseudoniem Hendrik Eben, brak Been in 1907 door met zijn eerste jongensavonturenboek ‘De drie matrozen van Michiel de Ruyter’, geïllustreerd door J.H. Isings Jr. Een jaar later verscheen het tweede deel in deze cyclus, ‘Paddeltje, de scheepjongen van Michiel de Ruyter. Met dit boek zou Been altijd zijn naam vestigen als schrijver van maritiem-historische jongensboeken.

Jenneke Groeneveld brengt met haar boek een verhelderende kijk op leven en werk van Johan Been. “**Johan Been**” (ISBN 978-90-5730-645-7) telt 191 pagina's, en werd als hardback uitgegeven. Het boek kost 19.95 euro. Aankopen kan via de boekhandel of rechtstreeks bij Uitgeversmaatschappij Walburg Pers, Postbus 4159, 7200BD Zutphen. Tel. +32(0)575.510522, Fax +31(0)575.542289. In België wordt het boek verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com