

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 363



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The SUPER SERVANT 4 seen arriving in Rotterdam – Photo : Jan Verhoog (c)

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Above seen Svitzer's tug **SINGAPORE**, (Capt. Bas van Vegchel) arriving with the container vessel **DANIELA** in Walvis Bay, after picking her up 100 miles S. of Walvis Bay.

Photo : Crew Argonaut I (c)

Coast Guard blasts Carnival Splendor for fire negligence

Two just released reports by the United States Coast Guard are highly critical of the **Carnival Splendor** concerning a fire at sea which disabled the vessel on November 8, 2010. Upon learning of this report, many of the passengers who were aboard the **Carnival Splendor** "Cruise to Nowhere" were incensed about the ship's inability to properly manage an automated emergency fire suppression system, which was reported on a KGTV interview segment on Friday, December 24, 2010.

To gain insights into this incident, we contacted South Miami, FL based maritime attorney James Walker, who also writes the Cruise Law News Blog. Mr. Walker, has previously advised passengers not to sue Carnival Cruise Lines over

this latest incident, even though the Company has a long history of shipboard fires, cited in his comprehensive article "Ten Years of Cruise Ship Fires - Has the Cruise Industry Learned Anything?".

For Carnival Cruise Lines alone, these have included a fire on the **Carnival Ecstasy**, shortly after leaving Miami on July 20, 1998, that were extinguished by fire boats, causing damages exceeding \$17 million; the **Carnival Tropicale** in September 1999, which left the ship adrift in the Gulf of Mexico with 1,700 passengers and crew members for almost two days after the fire disabled the engines; and the June 18, 1995 fire aboard the **Carnival Celebration** which forced 1,700 passengers to evacuate.



We asked Mr. Walker to give us his views on the **Carnival Splendor** fire. He graciously responded with the following remarks on Christmas Day.

"In the 1999 fire on **Carnival's Tropicale** there were problems where the crew members didn't speak English well enough to provide safety instructions. So here we are over 10 years later with another breakdown in communication with the fire instruction manual on the **Splendor** written in broken English. Italian officers and Filipino crew scratching their heads trying to decipher an instruction book written in broken English as the cruise ship burns. What a frightening spectacle. No one realized the instruction manual didn't match the fire suppression system for two and one-half years? This

certainly gives the public an insight into the consequences of flagging cruise ships in Panama. The marine safety bulletins reflect Carnival's negligence."

The U.S. Coast Guard has been investigating the fire which disabled the 113,300 gross register tons (GRT) Italian built Concordia-class cruise ship **Carnival Splendor**, and have released two marine safety alerts dated December 21, 2010, ominously titled "Wrong Directions: A Recipe for Failure" and "Simple Failures Render CO2 System Inoperative", about an unnamed vessel, but clearly about the **Carnival Splendor**. The Coast Guard has confirmed that fact to industry publication Professional Mariner.

According to the reports, the two alerts each "address critical concerns uncovered during an ongoing marine casualty investigation and should be of vital interest to Ship Builders, Classification Societies, Owner / Operators and others involved with vessel operations." Their findings are unequivocal and damning of the **Carnival Splendor**, drawing conclusions that the fire itself could have easily been controlled and extinguished, if not for numerous flaws in the training, maintenance, and operation of the **Splendor's** emergency automated fire control system.

Everything possible that could have gone wrong, did in fact go terribly wrong, starting with the ship's, Fire Instruction Manual (FIM) which had incorrect, outdated, or erroneous instructions, illustrations and diagrams, similar to giving the owner of a Mercedes-Benz a maintenance manual for a BMW, after it had been translated from German into English by someone fluent in Japanese.

But that was just for starters. Valves that released carbon dioxide (CO2) gas, which is commonly used on engine and electrical fires, did not open, and completely failed to release the gas, which would have deprived the fire of oxygen. In addition, pipes leaks, some elements of the distribution system were designed in such a way as to retain water at low points that were unable to be drained, and caused corrosion. Seals and pipe joints also had flaws. The ship's Master, Captain Claudio Cupisti, made the decision to release CO2 from the fixed fire fighting system on Monday, November 8 at about 6:00 p.m. PST. It failed to operate as designed. Subsequently, crewmembers were unable to activate it manually, and CO2 was never directed into the machinery space. There were also serious questions raised about the testing and maintenance of the **Splendor's** CO2 emergency fire extinguishing system, and the training of crew in its use.

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Eventually, crew members manually extinguished the fire, but not before it had caused extensive electrical damage, which rendered the vessel dead in the water 55 miles off Punta San Jacinto on the northern Baja California coast, and 110 miles southwest of San Diego, requiring it to be towed back into port. The U.S. Navy had to airlift 70,000 pounds critical food and water, including cans of Spam, to it by Sikorsky MH-60R Seahawk helicopters and Grumman C-2A Greyhound logistics aircraft from the San Diego based aircraft carrier [USS Ronald Reagan \(CVN-76\)](#).

All 3,299 passengers and 1,167 crew members ended their three day voyage to nowhere in San Diego on Thursday, November 11, when the massive 1,000 foot long ship was expertly guided into the B Street Embarcadero Cruise Ship Terminal by six tug boats at 8:30 a.m. local time. Before the Coast Guard pointed out these failures, we had contacted Carnival Cruise Lines on November 18, 2010 with a list of nine specific questions relating to the ship's mechanical and electrical redundancy, asking why the fire was able to do such destructive damage. These questions were ignored by Ms. Aly Bello, a spokesperson for Carnival Cruise Lines.

A follow up request specifically asked for a conference call interview with a senior executive or naval engineer from Carnival Cruise Lines, or a written reply by such an expert authority to those questions. Once again, that request was ignored. Instead, we were provided with press releases about cancellations in sailing schedules and the financial impact on the company. We again contacted the Company, and pointed out that in parallel instances in the aviation industry, we were able to talk with company officials, even during times of stress and turmoil for that carrier. Once more, our requests for additional information and interviews were ignored.

Perhaps it is unrealistic to expect a cruise ship company which is literally under fire, to be willing to discuss their own culpability, especially in light of the fact that the cruise industry has been reluctant in the past to discuss safety practises, or issues of Norovirus shipboard disease outbreaks, and as Attorney Walker confirmed, has a long history of mishandling fires at sea. Even in this instance, the U.S. Coast Guard seems to be walking on egg shells, by keeping the vessel's name, which is clearly shown in one of the photographs contained in their report, invisible in the report itself.

Finally, Carnival Cruise Lines declined offers by the National Transportation Safety Board (NTSB) to investigate this incident, and instead turned the matter over to the Panama Maritime Authority, the country in which the vessel is registered. The U.S. Coast Guard requested to join the investigation, and Panama consented. The NTSB provided two experts to assist the Coast Guard, following its request for technical assistance. Information on the progress of the investigation will eventually be released by the Panama Maritime Authority.

Any air carrier in the United States which operated in a similar manner would have questions raised about its lack of transparency, and loss of public confidence in that company's crisis management abilities. **Source : Examiner**



The [TORM PLATTE](#) seen moored in the port of Los Angeles – [Photo : Bob Duckson \(c\)](#)

Far too soft on pirates

Less than six weeks ago, the Royal Thai Navy gave hope that the battle against the pirates in the northern Indian Ocean could be won. Two naval vessels sailed for the Gulf of Aden. Their crew of 351 sailors and 20 special warfare troops had the mission of joining the international effort against the pirates. On Christmas Day, no less, came word that 27 Thai seamen and their 20,377 tonne cargo ship had been successfully hijacked by pirates.

The Christmas hijacking puts a total of four Thai vessels in criminal hands. Last April, the pirates seized three fishing boats, the **Pran Talay 11, 12 and 14**. The ships and their 77 crew remain in the hands of the hostage-takers. The Thai-flagged **Thor Nexus** and its 27 Thai crewmen are the latest victims.

According to the European Union Naval Force for Somalia, which coordinates anti-piracy activities, the criminals now hold 25 vessels and 601 people hostage. The Socotra 1, a Yemeni owned ship with six crewmen, was hijacked on Dec 25 last year. During the past year, the Thai navy ships and numerous other warships from many other countries have recovered only a few pirated vessels. The pirates continue to win a lucrative battle in which they have gained millions in ransom while putting world shipping at high risk, and international security efforts to shame.

The pirates are mostly, if not all, from Somalia. The African nation is commonly described as lawless. More correctly, it is a gangster nation, with warlords in charge, and collecting tribute from the likes of the international pirates. The hijackings began against ships passing close to Somalia. Over the past several years, the criminals have ranged hundreds, even thousands, of miles from home. They are sustained by large "mother ships" in operations that have defied the governments along the ocean shores, and navies from Europe, the United States and Japan, among others.

The motor vessel **Thor Nexus** and its Thai crew put out from the United Arab Emirates last week, and was seized some 350 nautical miles off Oman – well on the way to its next destination, Bangladesh. This shows how far the pirates range from their home country. It also explains why Iran announced recently that it intends to send its navy to fight the pirates in a separate action from the international task force.

Each time a vessel is hijacked, meaning about every two weeks of the past year, there is much hand-wringing and a distinct lack of meaningful action against the pirates. In truth, the criminal gangs are armed and dangerous, but few casualties have been reported, given the amount of crime involved. The pirates' single goal is to collect a ransom for the safe return of the hostages and their vessels. In most cases, this has been achieved. Even Thai fishing vessels have been victims of the racket. Many believe that the way to stop the piracy is for Somalia to become a workable nation once again. After 19 years of bloody violence and a semi-invasion by the United States, that seems unlikely. The only viable way to stop the piracy is to make the pirates pay a heavy price for their crimes, and prevent more crime by fear of the penalty. The international police action by a coalition of navies including the Thai navy, has failed to achieve this goal. The four seized Thai vessels are a shame to so-called international law enforcement efforts. That the criminals hold 104 Thai citizens without retaliation is scandalous. **Source : Bangkok Post**

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BOXING DAY 2010 A BUSY DAY IN CURACAO WITH 3 LINERS IN



The **CARNIVAL MIRACLE** seen entering the port of Willemstad whilst the **QUEEN MARY 2** is seen moored at the Mega pier, since the **QUEEN MARY 2** was taken into service, the vessel visited always at boxing day in Willemstad (Curacao), the same day also the **THOMSON DREAM** visited Willemstad for the first time as can be seen below, the **THOMSON DREAM** is owned by Costa Cruises and operated under charter by Thomson Cruises. She was built in 1986 at the Meyer Werft shipyard in Papenburg, West Germany as **HOMERIC** for Home Lines. In 1988 she was sold to Holland America Line and renamed **WESTERDAM**. In 1990 she was lengthened by 36.9 m at Meyer Werft. In 2002 she was transferred to the fleet of Costa Cruises and renamed **COSTA EUROPA**. In April 2010 she left the fleet of Costa Cruises on a ten-year charter to Thomson Cruises and was renamed in **THOMSON DREAM**

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





The **ALIANCA SKY** seen in Rio Grande – Photo : Marcelo Vieira (c)

Dry bulk carriers orderbook remains unchanged in 2010 despite flurry of newbuildings delivered

Despite 2010 being a record year in terms of dry bulk newbuilding deliveries, as of the end of the year, the orderbook has remained at the same amazing levels of a year ago. According to a report from BIMCO's shipping analyst Peter Sand, the current orderbook totals at 277 million dwt, 1 million dwt more than the one of the end of 2009. "As if the dry bulk orderbook wasn't large enough back then, orders are constantly placed at shipyards that hungers for orders to fill their order books for and beyond 2013. New orders equal to 70 million DWT have been placed in 2010, of which 60% at Chinese shipyards which have gained the lion's share of the orderings" said Mr. Sand.

The key reason for this development could very well be the fact that current prices stand at 35-40% down compared to those of September of 2008. As a result, owners who already see little downside risk at current price levels, have rushed in to place new orders. Peter Sand mentioned that the development in the dry bulk orderbook stands in sharp contrast to the container-ship orderbook which have dropped by 21% over the last year and tanker orderbook which is down 6%.

It's interesting though to see the details of the new orders. BIMCO's analysis suggests that 60% of all new dry bulk orders were placed at Chinese shipyards. "This follows the trend from last year where 62% of all dry bulk orders landed at Chinese yards, up from 46% in 2008. It is Japanese yards which cannot attract investors like they used to before the financial crises broke. 31% of all dry bulk orders landed in Japan in 2008, but in 2009 and 2010 only 15% and 12% respectively were contracted in the once so mighty dry bulk shipbuilding nation. Japanese shipbuilders have been suffering from a floating Yen gaining strength, which have hampered the competitiveness in the dollar-dominated shipping industry. By August 2008 the USD/JPY cross exchange rate was 110, a level which it had been hovering around over the last 10 years. But as the crisis emerged the Yen was initially strengthened by 20% and by October 2010 the YEN had gained another 10% against the US dollar. This has made Japanese newbuildings more expensive in comparison with Chinese and South Korean competitors, as the Korean Won over the same timespan has depreciated against the US dollar, while the Chinese Yuan has been more or less stable against the US dollar. Moreover many Chinese owners have placed orders consistently and domestically during the crisis pushing up the local orderbook and securing employment at the shipyards further into the future. Japanese owners also used to place nearly all orders at domestic yard but the currency development have changed that situation and the Japanese owners are now placing orders outside Japan to stay competitive themselves" said Peter Sand.

Chinese owners have ordered 28 million DWT at Chinese yards out of the total contracts of 100 million DWT placed globally during the past two years. Once these vessels are delivered, China will be second only to Japan in the world rankings of nations owning dry bulk tonnage. During the next couple of years they will leave the third place to Greece which in currently number two in the rankings. The development on the sales and purchase markets will of course also play a part in the development of ownership by country.

In terms of DWT in the total dry bulk orderbook, China's position at the top of the ranks is undisputed as the nation hold 49% of that order book, equal to 136m DWT.

What has been ordered? In 2010, the Kamsarmax vessel, which is a long version of the Panamax, has been in high demand. Looking back – 2008 remains a remarkable contracting year either way you look at it. More orders were placed during that year than in 2009 and 2010 combined. While orders were placed for vessels of all sizes in 2008, the following year was a year for the big ones. More than half of the 32 million DWT that was ordered in 2009 was bigger than 175,000 DWT, adding to the already swollen orderbook for Capesizes and Very Large Ore Carriers (VLOC).

So where are newbuilding prices going? "Newbuilding prices have been quite steady throughout 2010 with a small and slow increase over the year. The massive ordering must reflect that owners find the current price tags to be a part of a good deal in future shipping markets. But as tonnage becomes abundant in the market and yards becomes more eager to secure employment for 2013 and beyond in a shipbuilding market with plenty of spare capacity – BIMCO forecast newbuilding prices will drift downwards over the coming years and squeeze the margins the shipyards are making even further should the steel prices remain steady. Where will it go from here? Guess it is fair to say that Chinese yard have been very active in past years and have built their orderbook significantly. BIMCO forecast that new contracts cannot continue to be signed at current pace – a slowdown will take place as freight rates comes under pressure due the weight of the oversupply. This will in turn cool the appetite for signing of newbuilding contracts. Should a slowdown in contracting activity materialize, this will in turn cause a significant shipyard overcapacity from 2013 and onwards. Unless this overcapacity is converted into repair or demolition yards, massive unemployment could haunt the shipbuilding industry. Will governments subsidize for fear of unemployment and labor unrest? Such a scenario could have socio-economic consequences and could result in a revival of subsidies – something we are all fearsome of, as it may come in so many disguises. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **NING HAI WAN** seen on December 24th berthed at Selfs Pt near Hobart, Tasmania, Australia unloading bitumen.

Photo : Glenn Towler (c)

Persian Gulf Tanker Rates Are Little Changed as Demand Slows

The cost of delivering Middle East crude to Asia, the world's busiest route for supertankers, was little changed as demand slowed for loadings in January Charter rates for very large crude carriers, or VLCCs, on the industry's benchmark Saudi Arabia to Japan route gained 0.3 percent to 69.54 Worldscale points, according to the Baltic Exchange in London. Returns from the route gained 1.4 percent to \$26,277 a day. "With most of early January cargoes covered, we would expect the market to ease off over the holidays and into the New Year," Erik Nikolai Stavseth and Martin Sommerseth Jaer, analysts at Arctic Securities ASA in Oslo, said in an e-mailed note today. Still the supply of ships is "more finely balanced than in a long time" compared with likely cargoes, they said.

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Rental income on the Middle East-to-Asia route may average the lowest for a December since at least 2001, according to data compiled by Bloomberg. Returns have averaged \$17,527 a day this month. The previous low for a December was \$19,341, set in 2001, according to the data going back to that year.



Japanese VLCC seen passing the Singapore straits Eastbound – **Photo : Piet Sinke (c)**

Worldscale points are a percentage of a nominal rate, or flat rate, for more than 320,000 specific routes. Flat rates for every voyage, quoted in U.S. dollars a ton, are revised annually by the Worldscale Association in London to reflect changing fuel costs, port tariffs and exchange rates. Each flat rate assessment gives owners and oil companies a starting point for negotiating hire rates without having to calculate the value of each deal from scratch. The Baltic Dirty Tanker Index, a wider measure of crude oil transportation costs, fell 0.3 percent to 1,043 points, according to the Baltic Exchange. That was the gauge's third straight decline. **Source: Alaric Nightingale, Bloomberg**



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Maersk Sees Calmer Waters

Maersk Line generated nearly \$2.3 billion in profits in the first nine months of this year, aided by a 34 percent year-on-year increase in average freight rates and a 7 percent increase in volume. Maersk Line, one of the world's largest container carriers by volume and market value, is planning to further combine intra-Asia imports with its global export network to strengthen its advantages in the region. Tim Smith, CEO for the North Asia region of the company, says the company is locked into China's increasing imports since the country normally buys raw materials or partly processed goods from other parts of Asia before assembling and sending them out as exports. "I think we have to place more focus on the import market than we have done. If you look at our organization design, it is mostly focused on servicing the export business. We have to step up, for example, the number of sales people we have looking into the import market," he says. Smith says the company also needs to look carefully at the rotation of vessels because most port designs are to ensure better export connections to principal destinations. "The port rotation should be different

because the ports for imports are not necessarily the same as the main ports for exports," he says. Boosted by regional free trade development and strong growth, the intra-Asia sector will become the new focal point of the shipping market, says Bronson Hsieh, vice-group chairman of Evergreen Group and chairman of Evergreen Marine Corp.



The **MAERSK BALI**
Photo : Kees Torn (c)

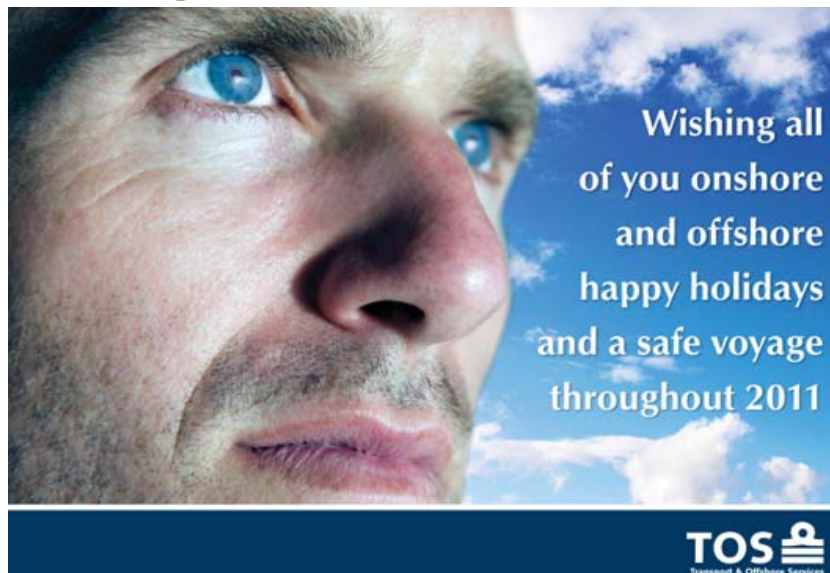
In 2009, intra-Asia cargo volume reportedly dropped 2.6 percent year-on-year. During the first half of this year, cargo volume increased 16.9

percent from a year earlier period. The performance of both periods outstrips the long-haul markets from Asia to the United States and Europe. Smith says he was very surprised by how quickly the industry has picked up from the global economic crisis despite the fact that several major economies still face uncertainties. He says that the golden era for the shipping industry has come and gone. "I was wishing the horrible downturn was going to end this time last year. We were optimistic that things were going to improve. But I think we've been surprised by how fast it's become good," he says. Global trade growth will increase 13.5 percent this year, according to the World Trade Organization, the biggest year-on-year increase since 1950 following a faster-than-expected recovery in trade flows. In 2009, world trade declined by 12 percent, the biggest slump since World War II.

After a historic loss of \$2.1 billion (1.6 billion euros) in 2009, the Denmark-based Maersk Line witnessed a dramatic uptick in profits, with nearly \$2.3 billion in the first nine months of this year that was aided by a 34 percent year-on-year increase in average freight rates and a 7 percent increase in volume. "The situation in 2010 is a little bit better than the normal level," says Smith, a 25-year veteran of the shipping industry. He describes the business situation in 2010 as "strange" following unpredictable growth patterns quarter-by-quarter. The second quarter of this year saw strong growth followed by unexpected average growth in the third quarter, and a slight decrease in the fourth quarter, which is unusual due to the annual expected year-end seasonal demand, he says. "Shipping is very efficient in terms of cutting CO2 emissions compared with other means of transportation. But shipping's (sulphur oxides) emissions need to be dealt with," says Morten Engelstoft, COO at Maersk Line. He expects the voluntary initiative will inspire authorities to raise the regulatory bar.

For Smith, the recovery brought not only benefits and new challenges, but also some disappointment as opportunities for consolidation within the industry dispersed. "Our feeling (one year ago) was that when the crisis hit, probably some weak companies should have gone out to business, but that didn't happen. Now that the global economy is improving again, probably the opportunity for consolidation has been missed," he says, adding it would be a disappointment for the industry because it could become stronger and more stable after more consolidation. **Source: China Daily**

Bangladesh authorities detain Indian ship



Bangladesh has detained a fertilizer-laden Indian ship after a court issued a warrant ordering authorities not to allow its departure until a Rs 12 crore admiralty suit was settled, officials said. "We have received the (High Court) order. But the ship was detained beforehand for safety reasons as it developed cracks over two months ago as it was anchored at the outer anchorage of the port," an official of the Chittagong Port Authority told PTI.

Deputy port conservator Captain Nazrul Alam said under the port conventions, no vessels with major technical faults like cracks were allowed to leave the port until it regained fitness for sea voyages. The Indian flag career **MV Ocean Pearl** was faced with the

admiralty suit filed by the supplier of the cargo on board claiming a compensation of over Taka 19 crore (Rs 12 crore) for alleged loss of some cargo while the court order was issued on Thursday.

'**MV Ocean Pearl**' was detained after the arrest order was issued by the High Court on Thursday, a senior customs official was quoted as saying by 'New Age' earlier.

"The ship cannot depart from Chittagong port until the case is settled," he said. Supplier of the cargo Desh Trading Corporation filed the admiralty suit claiming the compensation for the lost fertilizer as the ship developed the cracks while the state-run Bangladesh Chemical Industries Corporation was importing the crucial aquaculture inputs from China. The ship was carrying 13,000 tonnes of fertilizer to be unloaded at the northeastern Chittagong and northwestern Mongla ports but the process was stalled as it was exposed to the trouble after part of the consignments near Patenga outer anchorage in Chittagong.

The Department of Environment in Chittagong on Thursday served a show cause notice to Sigma Shipping Ltd, the local agent of the ship Sigma Shipping, for spilling oil along the coastline demanding an explanation by December 28 why it would not face legal actions for the pollution. **Source : Indiatimes**



Magnetic patch prevents flooding of nuclear fuel carrier

Miko Marine of Norway reports that one of its magnetic patches has been used to seal a leak in the hull of the nuclear waste freighter '**Puma**' and thus avoid a potentially serious environmental disaster. The Danish-flagged ship was in danger of sinking on 18 December when it experienced a leak in its engine room while sailing south along the coast of Norway following its delivery of 333 tons of spent nuclear fuel to Murmansk.

The ship appealed to the Norwegian Coastguard for help and was allowed to anchor west of the island of Sørøya in the far north of Norway. An inspection by the Norwegian Coastal Administration vessel **KV Farm** revealed a burst valve on a pipe supplying sea water to the ship's sanitation system. The crew was unable to stop the flow of water into the engine room until the leak was sealed by a magnetic patch provided by the **KV Farm**. The Miko patch is said to have immediately stopped the in-flow of water and enabled the **Puma** to be escorted to Hammerfest for permanent repair.

Packs of magnetic patches are carried aboard Norwegian Coastal Administration vessels so that they are available to make a repair with the minimum of delay. By re-ballasting the **Puma** it was possible to trim the ship to bring the leak above the water line. This enabled the patch to be applied without the use of divers and to be reinforced by powerful permanent magnets. After the 30 nautical mile open sea voyage to Hammerfest the patch was still found to be secure and maintaining the seal.

Miko points out that the low cost of the patch was in marked contrast to the cost of the disaster that could have followed if the ship had sunk. The potential for a major disaster has, according to the company, been noted by Norwegian environmental groups which are highlighting the severity of the disaster that would have occurred if the leak had happened a few days earlier when the magnetic patch might not have been available **Source : The Motorship**



The **RWS 70** seen riding high on a choppy North Sea on Christmas eve underway to her homeport Vlissingen. **Photo : Hans Koster ©**

Paris MOU NIR effective Jan. 1, 2011

The new inspection regime (NIR) of the Paris Memorandum shall enter into force on 1 January 2011. It introduces a mandatory 100-percent inspection of vessels imposes more stringent requirements than the previous regime to vessels calling at ports in Europe, as well as the relevant shipping companies and flag States.



The cruise ship **Sun Princess** Christmas Day 2010 Lyttelton, New Zealand.

Photo : Alan Calvert ©

German/US-tanker to be released by Somali Pirates*

The MT **MARIDA MARGUERITE** was seized May 08, 2010. The vessel and crew were captured around 120nm south of the Omani port of Salalah in the protected shipping corridor. The German owner-managed, US-owner-registered chemical tanker of 13,273 dwt **MARIDA MARGUERITE** (IMO 9445655) has a crew of 22 seamen, including 19 Indians, two Bangladeshi and one Ukrainian. The vessel is flying a flag of convenience (FOC) from the Marshall Islands and is owned by W-O Shipping Group B.V. The tanker was held at the north-eastern Somali Indian Ocean coast near Garacad but then changed position to a location off the Gulf of Aden Coast near Habo. The vessel was mid August commandeered southwards to Hobyo in a possible move to provide cover for the release of the Korean supertanker held there, but has been commandeered back northwards too, when the oil-tanker left from Hobyo. Vessel and crew are said to be held now near Dinowda Quorioweyn close to the MV **Suez**. Negotiations were said to have come to a conclusion already some time ago and a near release seemed possible, but a conflict among the pirates delayed the conclusion. Now the Somali pirates are ready to release the German-operated tanker, which they have held for eight months, after they were paid \$5.5 million last Sunday, a pirate leader told a Bloomberg stringer. "We have just received \$5,500,000 dollars this morning," Khilaiif Dahir, a leader of the pirates in Gara'ad, a village in Somalia's central Mudug region, said Sunday in the telephone interview. Source : Ecoterra

*But it is advised to report about the release only after the vessel has been secured and the crew is in command



NAVY NEWS



Above seen a rare photo made December 25th by the crew of the **SEA DELTA** when at Kattupalli (India) over the TSHD **VOLVOX ASIA**. A sat. rocket was launched, which became uncontrollable after 47 seconds in flight and was destructed on purpose. **Photo : Crew Sea Delta (c)**

Taiwan anti-sub aircraft in service next year

The first of a dozen anti-submarine aircraft are set to go into service in Taiwan next year, local media reported Sunday, as east Asian governments look to counter an increasingly assertive China. Washington agreed in 2007 to sell the refurbished P-3C Orion patrol aircraft, along with three non-operational machines for spares, and "the first ones will be delivered beginning next year," the Taipei-based China Times said.

"The surveillance range of Taiwan's anti-submarine fleet will expand tenfold after the P-3Cs join the navy," it quoted an unnamed military source as saying. Taiwan's navy declined to comment on the report. The P-3C fleet, which costs around 1.96 billion US dollars, is intended to replace the island's ageing S-2T anti-submarine aircraft. Ties between Taipei and Beijing have improved markedly since Ma Ying-jeou of the China-friendly Kuomintang party became president in May 2008, promising to improve trade with and tourism from the mainland. Beijing still insists the island is nothing more than a renegade territory and has refused to rule out the use of force in its recapture, despite more than six decades of self-governance. In response, Taiwan has built up a defence force equipped with weapons acquired mostly from the United States, despite Washington's switching diplomatic recognition from Taipei to Beijing in 1979.

In January, Washington announced a weapons package for Taiwan that includes Patriot missiles, Black Hawk helicopters and equipment for Taiwan's F-16 fleet, but no submarines or new fighter aircraft. Several governments in East Asia have begun expressing disquiet about China's growing military might and its ballooning military spending. Beijing's increasing assertiveness in territorial disputes -- notably in its two-month-long spat with Japan over disputed islands in the East China Sea -- have also raised concerns in regional capitals about future security. **Source : Google / AFP**



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SHIPYARD NEWS



After 14 weeks maintenance/repairs in Dock 6 at the Keppel Verolme yard in Rotterdam-Botlek the water was let into the dock to free-float the **LORELAY** again, the **LORELAY** left the dock the next day

Photo : Daan Akerboom ©

Daewoo Shipbuilding targets \$11 bln orders in 2011

Daewoo Shipbuilding & Marine Engineering, the world's second-largest shipbuilder, aims to secure \$11 billion in orders next year, a spokesperson said on Sunday, confirming an earlier media report.

Nam Sang-tae, chief executive of the South Korean shipbuilder, also told reporters on Friday that the firm took \$11.2 billion in orders this year, higher than its 2010 target of \$10 billion, according to Edaily. The shipbuilder aims to achieve more than 1 trillion won (\$868.1 million) in operating profit next year on sales of more than 10 trillion won, the report said. **Source: Reuters**



Arklow Racer out bound from Lowestoft for Belfast with cargo of Grain on 24/12/10

Photo : Paul Gowen (c)

Russian shipyards are experienced in building icebreaking rescue vessels

As of now, only Russian shipbuilding companies are skilled and experienced in the construction of icebreaking rescue ships, Andrei Fomichev, the head of St. Petersburg enterprises Severnaya Verf (Shipyard) and Baltic Shipyard said speaking today at the Marine Board of the Russian government.

"None of our northern neighbors, first of all, I mean Finland and Norway, has no real experience of operations in the Arctic severe conditions. They are building a fleet, intended only for use in the "soft" Arctic ", the PortNews correspondent quoted Mr. Fomichev as saying. Andrei Fomichev said that foreign colleagues have no experience in building nuclear icebreakers fleet, adding the Russian shipyards should build a fleet for the Arctic.

Severnaya Verf in cooperation with the Baltic Shipyard is currently implementing the contracts for the construction of icebreakers for the Norwegian customers and PSVs for Gazprom. In addition, Baltic Shipyard hopes to participate in building a diesel-electric icebreaker of project in 2260 for Rosmorport. **Source : PortNews**

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Above seen the **Marlene Green** anchored at Pai-a Inlet in Papua New Guinea. The vessel is to deliver line pipe for the PNG LNG project. - **Photo : Leon van de Putte (c)**

PRISCO's shipping volume rises 8% to 18,5m tons this year

The volume of cargo carried by tankers of Primorsk Shipping Company (PRISCO Corp.) in 2010 grew by 8% year-over-year to 18.5 million tons, the company's press release said.

Shipments of hydrocarbons, produced on the Sakhalin shelf, made up over a half of the year's volume. Six large-capacity tankers of over 100,000dwt of PRISCO, time-chartered from ENL and Sakhalin Energy Investment Company (operators of the Sakhalin-1 and Sakhalin-2), have exported 9.5 million tons of crude oil. The **Zaliv Aniva** tanker has transported from Prigorodnoye to the ports of Southeast Asia a record export volume - more than 2 million tons.

Another FESCO's champion, the tanker **Zaliv America** has covered 75,000 nautical miles, or 121,000 km. The vessel is operated in long-term charter from the American company Tesoro.

JSC Primorsk Shipping Company (PRISCO Corp.) is a specialized tanker company engaged in global shipping of liquid bulk cargo. PRISCO operates a fleet of 21 vessels (19 tankers and two dry cargo ships) with a total deadweight of about 2 million tons. Average age of vessels is 3,5 years. All tank vessels are built to IMO's modern safety requirements enabling them to ensure safe transportation of seaborne cargo year-round. The volume transported by the Group includes 78% of crude oil and 22% of petroleum products and edible oils. The offshore fleet of PRISCO Group is engaged in servicing oil platforms in the Okhotsk Sea and the De-Castri Oil Terminal. **Source : PortNews**



Above seen the **VEGA GOTLAND** departing the Port Chalmers container terminal on the 27/12/2010 for Tanjung Pelepas , this was the 85th and final visit to the port.

Photo : Ross Walker (c)

Financing for 12 new containerships acquired in 2010



In July and August 2010, Neptune Orient Lines Limited announced that it had entered into shipbuilding contracts to acquire 12 new containerships for a total consideration of approximately US\$1.2 billion. The investment in the new containerships is to meet future growth needs and to replace ships which charter agreements will expire in the next few years.

NOL is pleased to announce that it has received firm financing offers from various lenders and financial institutions for the above 12 ships, for an aggregate amount of approximately US\$926 million, or about 78% of the total consideration. The balance of the consideration for these ships will be funded by the Company's earlier bond issue (announced on 26 August 2010) and from internal resources.

The Company and/or one or more of its wholly-owned subsidiaries will be entering into financing agreements for the said ships. The financing arrangements,

borrowing structures and terms and conditions will be customary for ship acquisition financing. It is anticipated that the ships will be mortgaged to the lenders and/or financial institutions as security for the borrowings, and that (where a wholly-owned subsidiary of NOL is the borrower) the borrowings will be guaranteed by NOL.

The ships are expected to be delivered from 2012 through 2014. The financing will be drawn down from time to time to satisfy the payments and/or delivery schedules for these ships. Assuming the NOL Group entered into the financing transactions at the beginning of 2010 and the proceeds are utilized as at 17 September 2010 (i.e. end of Q3 2010), the financial effects arising from the above financing transactions are summarised as follows:

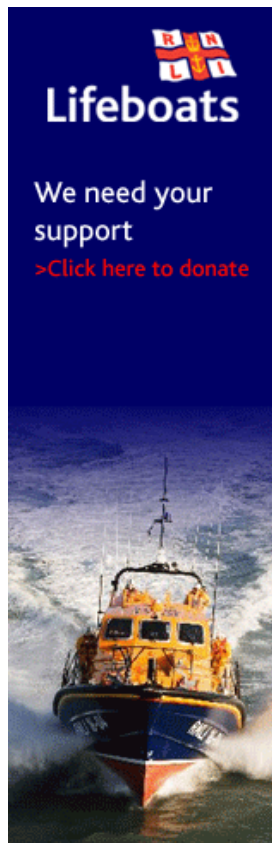
- (A) No material effect on the earnings per share and net tangible assets of the NOL Group;
- (B) No effect on the share capital of NOL;
- (C) The net gearing of the NOL Group is expected to increase from 0.22 times to 0.53 times; and
- (D) Any interest arising thereon will be capitalised.

The above financial implications are prepared on a proforma basis as of end of Q3 2010.

Save for Ms Jeanette Wong Kai Yuan and Mr Bobby Chin Yoke Choong, who are respectively an executive and independent/non-executive director of two of the financial institutions from whom the financing may be obtained, none of the other Directors or controlling shareholder of NOL has any interest, direct or indirect, in the above transactions.

Source : NOL

Panel directs Mumbai Port to destroy hazardous cargo



While directing chairmen of major ports to implement the recommendations of the expert committee report on chlorine gas leak at Mumbai Port Trust on July 14, 2010, the government has told deputy conservator of Mumbai Port to immediately remove hazardous cargo from the warehouse and destroy it under the powers vested in him. The panel has held the deputy conservator to be personally liable for any such incident in future.

The port trust has been made to bear the loss caused by destruction of hazardous cargo rather than its sale. Following the gas leak, the government set up in September a committee comprising joint secretary of ministry of shipping Rakesh Srivastava, joint secretary-administration of the National Disaster Management Authority Sujata Saunik and deputy director of the ministry of environment and forest Sundar Ramanathan. The panel was given one month to fix responsibility for the incident and figure out ways for dealing with hazardous waste lying at various ports across India.

In its report, the committee said that all hazardous cargo should be handled during daylight hours only. Direct delivery of dangerous/hazardous cargo is to be resorted to, rather than stored within port premises. All import cargo should be taken from the ship's hook under Custom escort directly to the importer's bonded warehouse. In case of export cargo, all Custom formalities need to be carried out by the exporter while such hazardous cargo may be transported when the ship is at the berth and loaded directly on to the vessel just prior to sailing.

In case the hazardous cargo is not cleared due to any circumstances and it lies in the port for seven days from landing, it will be the responsibility of the ship agent to re-ship the cargo back to the country of export/origin within the next seven days. In case the export cargo is brought into port for shipment and is not shipped within two days, it will be the responsibility of the clearing agent to take the cargo back within the next 2 days. The panel said that the

Customs Act-1962 and Major Port Trust Act-1963 would need to be amended accordingly.

The report said: "Suitable action, including FIR be lodged against M/s Agro Gases and M/s James Mackintosh under IPC and relevant provisions of various Acts for criminal negligence, thereby endangering the lives of general public; The firm should be denied import/export facilities for next five years i.e. till 2016," It also made various measures that the port should undertake immediately like purchasing required personal protective equipment and emergency kits, revising its safety manuals, repairing fire hydrant systems. Source : IndiaTimes



Multraship's sisters **MULTRATUG 17** and **MULTRATUG 18** seen operating off Terneuzen at the Westerscheldt river
Photo : Richard Wisse – www.richard-photography.nl (c)


Cargo port reopens in Abu Dhabi

Musaffah Port has reopened for business and expects soon to begin a Dh1.5 billion (US\$408.4 million) channel that opens the industrial area to shipping traffic. The port operator, Abu Dhabi Terminals, said the reopening followed a "refreshment phase" in which the company refocused its strategy for the port, which deals with heavy cargo including oil and gas equipment, steel and aluminium fabricators. The first cargo after the re-opening arrived on Monday by barge from Abu Dhabi's primary cargo facility, Mina Zayed. "Abu Dhabi Terminals resumed operations at Musaffah Port," the company said, describing the facility as "strategically located in the heart of Abu Dhabi's industrial area ... [and] ideally suited to industrial and project cargo operations". The National Marine Dredging Company, based in Abu Dhabi, is the main contractor for the 63km, 200 metre-wide channel.





The waterway has a 9 metre draught and has been constructed for the Abu Dhabi Urban Planning Council, the agency overseeing much of the emirate's zoning plans and urban developments. The channel project is one of several dredging deals for Abu Dhabi. Recently, the Abu Dhabi National Oil Company awarded a contract to Van Oord, a Dutch firm, to carry out land reclamation and shore protection work on Das Island. The reported value of that contract is €200 million (Dh963.5m), with completion scheduled for December next year. Musaffah Port, which has a 342-metre quay and an 11 metre draught, has been underused because of problems with access, port officials said earlier this year. There were also concerns about its proximity to recreational boating and watersports facilities, and plans to develop nearby Hodariyat Island. In addition, the port's original access channel is not deep enough for heavy, ocean-going vessels, which are forced to drop anchor 40km offshore and transfer cargoes such as raw iron for steel mills to smaller ships for delivery into Musaffah. Musaffah and the adjacent Industrial City of Abu Dhabi, home to shipyards and fabricators of oil and gas rig, require access to the ocean to receive materials for local industry. As the emirate works to diversify away from its reliance on oil and gas revenues and builds commercially sustainable industries, the Musaffah industrial zone and its tenants, including Emirates Steel Industries, Abu Dhabi Ship Building, Al Jaber Group, Adyard Abu Dhabi and Gulf Piping, are expected to take on bigger roles. To facilitate this, a second port for Musaffah is under consideration by Abu Dhabi Ports Company, a shareholder of Abu Dhabi Terminals.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 363

At the same time, major investments are being planned for a new port in Taweelah near the border with Dubai. The project, called Khalifa Industrial Zone Abu Dhabi (KIZAD), will encompass an area more than three times the size of Abu Dhabi island when completed in 2030. It is considered one of the most important infrastructure projects the capital has undertaken and will relocate the emirate's port facilities from Mina Zayed on Abu Dhabi island. It is due to open in late 2012, and is planned to include 3.4 square km of offshore port facilities and a 3.2km quay. It will be gradually expanded throughout five phases, eventually being able to handle 15 million containers and 35 million tonnes of general cargo a year. It is intended that by 2030, KIZAD will have created 150,000 jobs and be contributing 15 per cent of the emirate's non-oil GDP. **Source:** thenational.ae



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The **ARKLOW SEA** seen in the IJmuiden locks – **Photo : H. Blomvliet (c)**

PSA-Panama Terminal welcomes its first vessel

PSA-Panama International Terminal began operations this December 23 with the arrival of the 12,777dwt 138m-long **Beluga Festival** carrying 10,000 tonnes of steel bars from Mexico's Arcelor-Mitral for the GUPC consortium in charge of building the new locks for the Panama Canal expansion. Both PPSA-Panama gm Tan Toi Chia and GUPC's director-general Antonio Zaffaroni were on quay to receive the vessel.

The terminal is built on a 22-hectare property, with a 14-hectare container yard, a 330m-long container and roll on-roll off berth and 14.5m draught. It will be equipped with three 18-row across quay cranes and six RTGs due to arrive early 2011.

PSA-Panama is located at the former Rodman US Navy base on the Western side of the Panama Canal Pacific entrance. The 450,000teus terminal, PSA's first foray in the Americas and the first terminal in Panama to begin operations in the last 15 years, was a green field project and will be the fifth major container terminal in the country.

PSA International Pte Ltd handled 56.9M teus in 2009. It operates 28 ports in 16 countries with a global capacity of 111Mteus over 66km of quays. The group is also present in Latin America after having bought in 2008 a share in Exolgan, the second largest terminal of Buenos Aires. **Source : Seatrade asia**



The **QUEEN MARY 2** seen moored in Willemstad (Curacao) – **Photo : Els Kroon ©**

Anchor handler Skandi Hercules delivered

Another large AHTS has been delivered by a Norwegian yard and has entered the North Sea spot market. DOF Subsea officially took delivery of the appropriately named **Skandi Hercules** from the STX Aukra on 01 December.

As Seabrokers reported recently, the 350 tonne bollard pull AH 04 CD design AHTS/ROV support vessel quickly secured her first job with a spot fixture to AGR for the rig move of the semi-submersible Bredford Dolphin, at a day rate of Nkr 90,000.

The vessel is the third in a series of four multipurpose support vessels and boasts a deck area of 1,070m², a 140 tonne offshore crane and a Work Class ROV. **Source : Offshore Shipping Online**



Above seen the present situation in the Doekegatkanaal (Eemshaven) where Baggerbedrijf De Boer BV / Dutch Dredging BV stopped with their works in view of the ice in the water which is obstructing the split dump barges to operated properly

Photo : Gerard Wessel - Baggerbedrijf de Boer B.V. / Dutch Dredging B.V. ©

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In Onne Port the **Walvis 7** prepares to depart with the busy morning convoy down the Bonny River on this first Christmas day. Seen from the **Jascon 34** at WAV base Onne Nigeria.

Photo : Capt. Peter Lankester, Jascon 34 ©

Flinter's Vlootmaatschap 5 maakt extra capaciteit voor 'overstappers'

Intekentermijn verlengd tot en met woensdag 29 december

Wij ontvangen steeds meer berichten over fiscaalgerelateerde scheepsbeleggingen, waarbij het vereiste aantal participaties niet op tijd geplaatst kan worden. Gevolg: projecten worden afgelast en participanten die reeds hierop hebben ingetekend vallen tussen wal en schip. Dit kan voorkomen worden.

Buiten de boot vallen...

De actuele participatiegraad in Vlootmaatschap 5 (**MS Flinter Aland**) ligt nu op 97%. Bart Otto, CEO van Flinter: "Dit wil niet zeggen dat intekenen praktisch geen zin meer heeft. Integendeel, wij gaan extra ruimte scheppen om participanten die elders letterlijk en figuurlijk buiten de boot vallen, op te vangen. Een strategische investeerder in Vlootmaatschap 5 heeft zich namelijk bereid verklaard om –indien nodig– zijn belang deels terug te brengen. Zo komt er plaats vrij voor particuliere beleggers."

"Deze investeerder heeft een lange relatie met Flinter. Een stap als deze kan hij vrij gemakkelijk inpassen in zijn langetermijnplanning. Behalve dat deelt hij onze visie dat particuliere beleggers belangrijk zijn voor de scheepvaartsector. De gevolgen van een mislukte plaatsing moeten daarom snel opgevangen worden met een goed alternatief vanuit de sector zelf."

Sluitingstermijn verlengd

Daarom is de sluitingstermijn verlengd tot en met 29 december 2010. Tot en met die dag kan de intekening inclusief storting van het deelnamebedrag worden rondgemaakt. Over de belastingjaren 2010 en 2011 wordt dan meer aan belasting terug gekregen dan er geïnvesteerd is. Een inleg van 15.000 euro levert 18.344 euro op (bij volledige benutting van de 52%-schijf). Dit komt omdat per 15.000 euro inleg een aftrekpost van 35.276 euro ontstaat. Bij verkoop van de aandelen moet wel een bedrag van 6.272 euro aan de fiscus terug betaald worden. Het maximale risico dat daarmee gelopen wordt bedraagt 2.928 euro.

Over MS Flinter Aland

MS Flinter Aland is een 11.000-tons multipurpose-schip, geschikt voor verschillende ladingen. Ze meet 133 meter en behoort straks met haar vier zusterschepen tot de grootste schepen van Flinters 51 schepen tellende vloot. **MS Flinter Aland** heeft de hoogste Zweeds-Finse ijsklasse en kan wereldwijd ingezet worden. Ze wordt in mei 2011 te water gelaten op de werf Ferus Smit in Groningen. **MS Flinter Aland** is ondergebracht in vlootmaatschap 5. Via deze vlootmaatschap kunnen particuliere Nederlanders gezamenlijk investeren in dit moderne vrachtschip.

Over Flinter

Flinter is in 1989 klein begonnen met een kustvaarder van 3.000 ton, genaamd '**Flinterborg**'. Inmiddels is Flinter uitgegroeid tot de vijfde rederij van Nederland met ongeveer 450 werknemers, vestigingen in Rotterdam, Antwerpen, Helsingborg en Helsinki en 51 schepen in eigendom of in beheer.

Alle schepen van Flinter schepen varen onder Nederlandse vlag en vallen dus onder Nederlandse maritieme wetgeving. De schepen zijn goed onderhouden en verkeren in een uitstekende staat. Daarbij voldoen zij aan de hoogste veiligheids- en milieueisen. De bemanning is hoogopgeleid; de schepen worden ondersteund door een goede walorganisatie.

Flinter is vooral actief in de wateren rondom Europa (Noordzee, Oostzee, Middellandse Zee en Zwarte Zee). Ook varen de schepen regelmatig van en naar Noord-Amerika, Zuid-Amerika en Afrika. Jaarlijks wordt meer dan vijf miljoen ton lading vervoerd

OLDIE – FROM THE SHOEBOX



At present I am scanning negatives from my own photo collection made in the past and above and below seen the hookup and installation of the **FSO CANMAR NUSANTARA** off Surabaya in **1991**, after installation and tensioning with the **Stevetensioner** of the anchors and chains in the anchor pattern the team is below seen busy with pull-inn of the chains into the turret **Photo's : Piet Sinke (c)**



BOEKBESPREKING

Door : Frank NEYTS

"De voortvarende zeemansvrouw"

Bij Uitgeversmaatschappij Walburg Pers verscheen "**De voortvarende zeemansvrouw. Openhartige brieven aan geliefden op zee**". Bezorgd door Marijke van der Wal. Het is het derde deel van het '**Sailing Letters Journaal**'. Nederland en Engeland hebben nogal wat zeeslagen met elkaar uitgevochten.

Over en weer werden schepen tot zinken gebracht of veroverd. Scheepsladingen werden, samen met de aanwezige post, tot 'prijs' verklaard. De Engelse maakten keurige beschrijvingen van de Nederlandse buit en de bemanningen van

de gekaapte schepen werden uitvoerig verhoord. De verslagen daarvan werden – samen met honderdduizenden in beslag genomen papieren – eeuwenlang bewaard, aanvankelijk in de dondere kelders en tochtige zolders van de Tower of London en later in The National Archives. Niemand keek ooit om naar deze unieke verzameling, die meer dan 38.000 zakelijke en persoonlijke brieven bevat van en aan Nederlandse zeelieden, kooplieden en hun familie. Veel van deze brieven bereikten nooit hun bestemming. Sommige zijn tot op de dag van vandaag niet eens geopend.

Pas in 1980 werden deze 'Prize Papers' door een Nederlandse onderzoeker ontdekt. Ieder '[Sailing Letter Journaal](#)' biedt unieke brieven en geeft een goed beeld van het alledaagse leven in de 17de en de 18de eeuw. "[De voortvarende zeemannsvrouw](#)" (ISBN 978-90-5730-704-1) telt 160 pagina's, en werd als hardback met ingesloten DVD 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

.... PHOTO OF THE DAY



The **MIGHTY SERVANT 4** seen passing Hoek van Holland enroute Rotterdam with the pilot tender **DRACO** seen on her stern - **Photo : Kees Torn (c)**

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