



# Sailors' Society



Number 056 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Friday 25-02-2011

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The Hermod about to set down the F3 flare jacket belonging to the Mumbai High South IPC platform.

Photo : Capt. Jan Berghuis ©

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## EVENTS, INCIDENTS & OPERATIONS



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The **GEO BARENTS** seen arriving in Valetta (Malta) – Photo : [Gejtu Spiteri](#) ©

## Dry bulk market back on retreat mode

The two week rise of dry bulk freight rates seems to have come to a halt this week, with the industry's benchmark, the Baltic Dry Index (BDI) losing further ground to end at 1,279 points, a fall of 1.24% on the day. The larger vessels, i.e. the Capesizes and the Panamaxs were the ones mainly affected, with the first recording a loss of 2.39%, while the

latter retreated by 3.08%. On the upside, the Supramax segment was 2.03% higher, while the smaller Handies remained practically unchanged.

So, it seems that after a strong rebound of the market, boosted by China's return to trades and stockpiling, sentiment has weakened once again. A new report from Commodore Research & Consultancy goes even further to suggest that the "steam machine" that China has so effectively been for the dry bulk market for some time now, could be facing troubled waters ahead.

The report said that several troubling signs are emerging in China, pointing to a possible near-term slowdown in industrial production and related imports, which Commodore said would most affect capesize rates, while other dry bulk freight rates are expected to remain well above operating costs due to firm global cargo demand. "Chief among our concerns is a continued increased in Chinese steel stockpiles. Stockpiles of flat and construction steel products in China currently total approximately 15.4 million tons, 700,000 tons (5%) more than a week ago. Stockpiles have now increased for nine consecutive weeks and are a large cause for concern. Stockpiles remain much lower than March 2010's 18.6mt peak, however, but the continued increase is a sign that Chinese steel output is poised to decline (we expect output will rebound in the spring however). In addition, iron ore stockpiles at Chinese ports remain at new records. Approximately 80 million tons of iron ore is currently stockpiled at major Chinese ports, an increase of 1.9mt (2%) from the days preceding Lunar New Year. Stockpiles could rise further during the next two months, as a large amount of recently chartered dry bulk vessels will soon be delivering additional iron ore to China (37 vessels were chartered to haul iron ore to China last week - a very large amount that was 18 more than during the previous week and 19 more than the trailing four week average). Last week's surge in Chinese iron ore demand was likely influenced by robust international spot prices" said Commodore. Meanwhile, more traders are likely securing iron ore cargoes on a speculative basis. With Chinese port stockpiles so large, however, near-term iron ore demand and spot prices might soon come under moderate pressure.



The **HOEGH KOBE** seen arriving in Singapore at the Pasir Panjang car terminal last Wednesday

Photo : Piet Sinke ©

At the same time, several social and economic issues are also becoming a cause for concern and could spark pockets of social unrest. "Housing and food prices remain high and are an ever-present problem for China's masses. In addition, the recent Lunar New Year holiday travel period saw low-income citizens having a great deal of trouble securing train tickets. In the days following Lunar New Year, the head of China's Ministry of Railways was removed due to corruption charges and running up a debt of over 2 trillion yuan (\$304 billion). In recent months, the Ministry of Railways had been faced with growing criticism including the effectiveness of using high speed rail to transport China's masses. The ongoing democratic movements in the Middle East, collectively known as the "Jasmine Revolution", have also become a cause for concern for the Chinese government. The government has been blocking internet and phone messages containing references to the movements in the Middle East. Citizens are unable to search for "Jasmine" (and the Chinese equivalent) online, and internet and phone messages with related terms are unable to be transmitted. In addition, the government has been cracking down on a few small protests in cities along the east coast. There also have been reports of Chinese universities restricting students from leaving campus in order to stem any potential protests. China's government is being faced with a harsh reality: nations have quickly begun to rise up against unelected governments. The disenfranchised across the world have clearly seen that they have the power to demand change and remove governments. China is quite different than the Middle Eastern nations that have been undergoing



social unrest, however, as China has an economy that has been experiencing remarkable growth and has allowed a huge amount of citizens to lead more prosperous lives. The government is well aware of this, but more than censoring its citizens, it needs to ensure that robust economic growth continues. The last few months of substantial growth in Chinese steel and iron ore stockpiles is troubling, however, and could be pointing to an upcoming temporary slowdown in steel production and iron ore imports. The expected slowdown could not come at a worse time for capesize rates. It also would pose yet another significant challenge for the Chinese government being able to maintain robust economic growth” concludes Commodore. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

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**Photo : Krispen Atkinson ©**

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**The West Indian road:** Travel the Atlantic Ocean from Le Havre to West Indies and follow the West Indian banana's. **Source:** CMA CGM

## Enjoy the view from the iconic Nobby's Lighthouse



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**Saturday 26th Feb**

**Sunday 27th Feb**

**Friday 11th March**

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**Text / Photo's : Garry Luxton ©**

## Somali pirates: Do shootings of four Americans point to armed escalation?

Four Americans taken hostage by Somali pirates in the Indian Ocean were killed by their captors early Tuesday while US Navy forces were attempting to negotiate their release, according to the US military.



**Phyllis Macay and Bob Riggle** The U.S. military said that pirates killed four American hostages they were holding on the yacht **Quest** off Somalia's coast. The duo was among those killed

The tragedy marked the first time that US citizens have died at the hands of pirates, who in recent years have swarmed over ships in the region. It occurred only days after a US federal judge sentenced a captured Somali pirate to 34 years in prison – a stiff penalty meant to deter armed maritime attacks. It's unclear exactly why the pirates would have shot their hostages, since US forces were so close, says Jennifer

Cooke, head of the Africa program at the Center for Strategic and International Studies (CSIS) in Washington. In essence, the four captured US boaters were all that stood between the Somalis and US guns.

In the past, pirates have been very reluctant to harm captives. The hostages are their perceived ticket to wealth, after all. "The pirates' interest to date has been keeping the hostages safe and making money," says Ms. Cooke. "This isn't an ideological battle. It's a matter of cash."

In general, however, recent months have seen more reports of rough pirate tactics, in terms of beating up ship crew and passengers, Cooke says. The Somalis are also carrying more weapons. This may be a response to the fact that ships plying the waters off Somalia are increasingly armed and ready to repel invaders.

"So you do see a kind of escalation of defense and offensive tactics that may lead to more hostage deaths," says the CSIS Africa expert. In the latest case, a US special-operations team quickly boarded the hijacked yacht after it heard gunfire, but it was too late to save the hostages. Two pirates died in the ensuing fight and 13 were captured, said Vice Adm. Mark Fox, commander of naval forces for US Central Command, in a televised briefing.

The killings came only days after a Somali pirate received a prison term of nearly 34 years in a New York courtroom.

The pirate, Abduwali Abdukhadir Muse, was one of four who seized the cargo ship **MV Maersk Alabama** and its crew of 20 off the Somali coast in 2009. After several days, during which ship captain Richard Phillips was held hostage in a lifeboat, Navy SEAL snipers killed the other three pirates.





While the United States hopes the stiff sentence might make young Somalis think twice about hefting a gun and setting out on the high seas, the pirates themselves are very low in the piracy hierarchy. The lion's share of hostage ransom money is kept by ringleaders – financiers and organizers who never venture far from shore.

In Somalia, it is likely that there are still many young men whose personal situation is so dire that the risk of seizing ships at sea looks small compared with the possible reward. The Americans slain Tuesday were identified by military officials as **Jean** and **Scott Adam** of Marina del Rey, Calif. (photo right), and **Phyllis Macay** and **Bob Riggie** of Seattle.



US forces had been monitoring the Americans' hijacked yacht, the **Quest**, since shortly after it was seized by pirates last Friday. Four Navy ships were involved, including the **USS Enterprise**. Negotiations were under way onboard a US vessel for the hostages' release when pirates fired a rocket-propelled grenade from the **Quest** toward the **USS Sterett**, a guided-missile destroyer. This missed. Then gunfire erupted on the **Quest**. Fox of Central Command said he had no details of the nature of the hostage negotiations. Besides the two pirates who died after US forces boarded the **Quest**, US military personnel discovered the bodies of two pirates onboard the vessel. It was unclear if the pirates had fought among themselves.

According to White House spokesman Jay Carney, President Obama had authorized the use of force against the pirates if the lives of the hostages appeared to be in imminent danger. "We express our deepest condolences for the innocent lives callously lost aboard the **Quest**," said Gen. James Mattis, commander of US Central Command. **Source : The Christian Science Monitor**



The tug **ALTA JUNE** seen assisting to dock the vessel **Carnival Splendor** returning to her home port Long Beach, CA after completing repairs. The **Carnival Splendor** resumed her weekly cruises to the Mexican Riviera last week.

**Photo : Wietze Gjaltema ©**

## Libyan ship spotted off Malta coast

Italian navy says it is monitoring a Libyan "naval asset" in the Mediterranean, but is not clear about its intention. The Italian navy has told Al Jazeera it is monitoring a Libyan "naval asset" that has stalled off the coast of Malta. Malta is the closest European Union member to Libya and is located just 340km north of Libyan shores in the Mediterranean Sea. Al Jazeera's Cal Perry, reporting from Malta on Tuesday, said: "We're talking to a very senior source inside the Italian army and what he's telling us basically is that this ship has been spotted off the coast of Malta."

"There's obviously concern on the part of the Italians - and we've been talking all day about the Italian-Libyan relationship. I think it's fair to say we're seeing tensions here rising in a way that we haven't seen in the past."

"At about 6pm, we understand, five Italian fighter jets left the base ... in southern Italy to get eyes on this ship; to take a look at this ship; where it is; what's going on. "There were rumours that it had lowered its flags - maybe it was a ship that's defecting. The concern, of course, is that if this ship is not one that's going to defect, what's it doing in these waters?"

A report on the Times of Malta website said Maltese forces had denied they were monitoring any Libyan warship.

The developments came a day after two Libyan fighter-jet pilots defected to Malta, saying they had been ordered to fire on civilians who are protesting against the rule of Muammar Gaddafi, in power since 1969. "Malta has become a departure point and entry point for people trying to flee Tripoli [Libya's capital]," our correspondent said, nothing that there was chaos at the local airport.

"The smallest European Union country, this tiny island of Malta, has become the central point of European countries to get their citizens out [of Libya]. "As the situation develops, perhaps ... we'll see more and more Libyan officials coming here to defect, because it's just geographically close." In other news from Malta, about 100 Libyans rallied on Tuesday outside their embassy on the island, burning an Italian flag in protest against Italy's close ties with Gaddafi's government. The demonstrators described as "heroes" the two colonels who flew to Malta.

There were scuffles with the police, who surrounded the building. "One of the interesting things that happened was that as the Libyans were protesting, calling for Gaddafi to step down, some of the embassy staff inside the embassy walked out ... and joined the protesters," Al Jazeera's Perry said. "We're seeing this [Libyan] government dissolved in its overseas postings, especially here in its own backyard of Malta." **Source : AlJazeera**



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## TWO FERRIES FROM MALTA TO TRIPOLI TO EVACUATE AMERICANS

Two catamarans chartered by the US State Department were expected to try to evacuate American citizens from Tripoli Wednesday 23rd February 2011. Both **MARIA DOLORES** and **SAN GWANN** left Grand Harbour, Malta at 0220hrs local time last Wednesday





The 2 ferries seen in Malta, ready to go - Photo : Capt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com)

American aircraft have been refused permission to land in Libya and the State Department's Bureau of Consular Affairs is now calling on US citizens wishing to leave Libya to go to As-shahab Port as soon as possible after 9 a.m. and no later than 10 a.m. "US government chartered ferries departed for Valletta, Malta no later than 3 p.m. on Wednesday," the bureau said via Twitter. Earlier, a senior administration official told CNN that the State Department was chartering ferries to take Americans from Tripoli's As-shahab harbour to Valletta.

"The question will be if they let the ferry dock. If that happens, our people will flow out," the official said, adding that the reason that charter aircraft didn't land was because the Libyan authorities did not give them permission to do so. Of the several thousand U.S. citizens in Libya, most are dual nationals; those solely with U.S. citizenship number about 600, State Department spokesman P.J. Crowley said. Meanwhile, German military transport aircraft last night performed the first evacuation flights from Tripoli to Malta. Another flight was also performed by an Austrian air force Hercules, which has been in Malta for some days. Irish aircraft have arrived for the same purpose and a British Royal Air Force Hercules was expected in Malta later on Wednesday

## Christchurch quake: Lyttelton Port badly hit

Lyttelton Port was one of many Canterbury companies counting the cost of the earthquake last night. The port received major damage, said chief executive Peter Davie. The epicentre of the magnitude-6.3 earthquake was near Lyttelton at a depth of around 5km, according to reports.

"[The damage] is bigger than last time, but what the recovery programme is we don't know yet," said Davie, who was making the first walkaround of the facility when the Business Herald contacted him last night. He said none of the staff had been injured and it was not clear how long the port would be closed. "At this stage we'll say 24 hours ... and we'll go from there." Last September's earthquake caused a lot of damage to the port, which moved 9.8 million tonnes of cargo in the year to June 30, 2010.

Skellerup acting chief executive David Mair said the Christchurch-based farming equipment manufacturer would have to airfreight its exports if the port remained closed for long. "My primary focus at the moment is simply making sure our staff are okay." He said none of the Skellerup staff had been seriously injured.

Fletcher Building was yesterday assessing the damage to its operations. Although the company won the main contract to manage the recovery operation from the September quake and stood to gain financially from last year's disaster, yesterday it said its businesses in the city had been damaged severely at some bases.

Lion Nathan corporate affairs director Neil Hinton said late yesterday he was unclear about the situation in the firm's Christchurch brewery. "We're certainly in the area where there is some damage but we're just not sure what the extent is," Hinton said. "Nobody is injured and everyone on the site is okay ... the guys that were at work are being sent home to look after their families."



The NYK operated **CALIFORNIA MERCURY** arrived in Timaru - New Zealand after being diverted from Lyttelton due to the Port of Lyttelton being closed as a result of the 6.3 magnitude earth quake

**Photo : Simon Brown ©**

He said the brewery would be shut down for at least two days. "The last thing we're thinking about right now is brewing." Sanitarium general manager Pierre van Heerden said the cereal maker's Christchurch manufacturing facility had mostly escaped damage, and its staff were uninjured.

The Sanitarium plant in Papanui Rd was being used as a triage centre and van Heerden understood people in the area had been hurt in the quake. Sanitarium had shut its Christchurch facility down yesterday afternoon and given its staff of around 60 the rest of the week off, van Heerden said. "There are a number of our staff who are going out to assist with the relief efforts and assist others in need."

Progressive Enterprises said that all Countdown supermarkets in Christchurch were closed last night, while online shopping operations had also been suspended. Foodstuffs - which operates Pak 'N Save, New World and Four Square stores - said that it had not received any reports of deaths or injuries in its Christchurch operations. "A number of our supermarkets are open where people can obtain water and essential items," said Foodstuffs managing director Steve Anderson. **Source : NZHerald**

## **NV BUREAU WIJSMULLER REUNIE**

Er komt een reünie voor (ex)personeels leden van **N.V. Bureau Wijsmuller** uit IJmuiden En die wordt in de maand mei gehouden in IJmuiden. Heeft u belangstelling om daar aan deel te nemen meld u aan met een mailtje naar [info@bureau-wijsmuller.nl](mailto:info@bureau-wijsmuller.nl) met de vermelding **Reünie**.

Weet u in uw omgeving nog (ex) personeels leden die misschien wel willen deelnemen maar geen internet gebruiken? Die kunnen zich aan melden per brief naar het volgende adres:

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## **Scheepswrak Cornelia Maersk geborgen**

**Anker, schroef en stoomketels boven gekomen**

Onlangs begon aannemer PUMA in opdracht van het Havenbedrijf Rotterdam met het bergen van het scheepswrak van de **Cornelia Maersk**. Dit is een Deens stoomschip dat in 1942 op weg van Rotterdam naar Kopenhagen gebombardeerd werd en zonk.



Het scheepswrak lag op 10 tot 17 meter diepte in één van de toekomstige havens van Maasvlakte 2, de uitbreiding van de Rotterdamse haven. Om verder te kunnen met de aanleg van de nieuwe havens die tot 20 meter diep worden, haalde PUMA de wrakstukken met een 'backhoe' in kleine brokstukken naar boven. Onlangs werden hierbij stoomketels ontdekt/geborgen. Reeds in 2009 is begonnen met de voorbereidingen voor het verwijderen van de restanten van de **Cornelia Maersk**. Er is toen gekozen om met de werkzaamheden te beginnen na de aanleg van het land voor de containerterminals en de zachte zeewering. Dit zorgt voor meer beschutting tegen golfslag en deining. Op gedetailleerde surveybeelden bleken drie stukken van het schip zichtbaar: een stuk van het voor-, midden- en achterschip.

### Slechte staat

Het wrak is in de zomer van 2010 vrij gebaggerd met een winzuiger. Vervolgens is het vrij geblazen van zand. Hierna is door een duikinspectie de staat van het wrak vastgesteld. Deze bleek in zeer slechte doen te zijn. Van het middenschip was weinig meer in tact. Daarom heeft PUMA het scheepswrak met een Backhoe in kleine stukken geborgen. Inmiddels is het vrijwel geheel verwijderd. De mooiste overblijfselen van de **Cornelia Maersk** worden in overleg ter beschikking gesteld aan Maersk, de voormalige eigenaar van het schip, en informatiecentrum FutureLand. Kunstenaar Marcel van Eeden kreeg twee patrijspoorten in bruikleen ten behoeve van de tentoonstelling van zijn werk in het Kunstmuseum in Sankt Gallen, Zwitserland van 19 februari t/m 8 mei. De rest van het schip wordt afgevoerd naar een erkende verwerker.

### Over de **Cornelia Maersk**

Het Deense SS **Cornelia Maersk** kwam op 17 april 1925 van de F. Schichau scheepswerf in Elbing in Duitsland, het huidige Elblag in Polen. Op 5 januari 1942 werd het stoomschip **Cornelia Maersk**, op weg van Rotterdam naar Kopenhagen, gebombardeerd. Het werd getroffen door twee bommen. Een reddingsoperatie mislukte en het schip zonk. Onbevestigde bronnen uit die tijd meldden dat het schip nog zo'n vijf zeemijlen naar het zuidwesten dreef voor het zonk in het gebied waar nu Maasvlakte 2 wordt aangelegd. Er vielen geen slachtoffers. De **Cornelia Maersk** had een laadvermogen (TDW) van 3.150 ton, was 85,43 m lang, 12,19 m breed en had een voorsteven van 6,51 m. Het schip voer de Deense vlag.

### Marcel van Eeden

Ieder jaar verstrekt het Havenbedrijf Rotterdam samen met het Nederlands Fotomuseum en SKOR een opdracht aan een fotograaf, filmmaker of beeldend kunstenaar om de aanleg van Maasvlakte 2 vast te leggen. Vorig jaar was dit



kunstenaar **Marcel van Eeden**. Hij nam het tot zinken brengen van de **Cornelia Maersk** als uitgangspunt voor een serie tekeningen. Deze vormen samen een vertelling die een persoonlijke interpretatie is van de gebeurtenissen die leidden tot de ondergang van het schip. Van begin september 2009 tot 19 januari 2010 was dagelijks een nieuwe tekening van Van Eeden te zien. Van 22 mei tot 4 juli 2010 exposeerde het Nederlands Fotomuseum de volledige serie tekeningen. Ze zijn nu op zijn website allemaal terug te vinden. Van 19 februari t/m 8 mei is zijn tentoonstelling, inclusief de twee patrijsporten van de **Cornelia Maersk**, te zien in het Kunstmuseum in Sankt Gallen, Zwitserland.



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## Container Shipping Lines See Profits Rise As Freight Revenues Recover

As bankers hide behind their profit reports in the face of widespread criticism the container shipping industry seems to be breathing a subdued sigh of relief as profit figures for box traffic in 2010 are reported. Last week Neptune Orient Lines (NOL) reported a net profit of over \$460 million after losses exceeding \$740 million the previous year. Although this still leaves a deficit for the two year period the strong recovery saw a highest ever revenue for ocean freight and logistics activities at around \$9.4 billion, up 45% on 2009.



Artist impression of the new **Maersk Triple E 18.000 teu** container vessels on order

See also : [http://www.youtube.com/watch?v=z8f4ESIRK0o&feature=player\\_embedded](http://www.youtube.com/watch?v=z8f4ESIRK0o&feature=player_embedded)

All eyes this week will be on the biggest of the container carriers as A.P. Moller Maersk are due to report by webcast at 09:30 hours Central European Time on the 23rd February. All the signs are good for the Danish giant who upgraded profit forecasts for the year in both July and November as economies within the group, improved freight rates and slow steaming all contributed to Maersk Line's optimism. In a sign of their confidence in rising cargo levels Maersk have also officially announced today they have ordered ten of the world's most efficient box carriers ever made. The newbuilds will be produced by South Korea's Daewoo Shipbuilding & Marine Engineering (DSME) yards at a cost of \$1.8 billion. The container vessels, each capable of carrying **18,000 TEU** are scheduled for delivery between 2013 and 2015. Christened the **Triple E series**, in honour of their environmental credentials the ships are 16% larger than the Emma Maersk which the owners consider the most efficient container vessel on the planet. Maersk have an option for twenty more of the same which would mean a contract eventually worth an astonishing \$5.7 billion. The new ships are a sign of Maersk's confidence that they can dominate the Asian routes with vessels which consume half of the fuel an average container ship on the Asian trade uses at the moment and 35% less per container than the typical 13,100 TEU newbuilds on order by the company's rivals. **Source: Handy Shipping Guide**

## **Luxury liner Queen Mary 2 cancels Christchurch visit**

The luxury liner **Queen Mary 2** has crossed New Zealand's quake-hit Christchurch off its itinerary out of respect for the battered South Island city, a representative said Tuesday. 'The people of Christchurch are clearly having a very traumatic experience,' Peter Shanks, managing director of Cunard Line, which operates the ship's cruises, said in Sydney.

'We're working with our team to make sure we do the appropriate and considerate thing,' he said, hours after Christchurch was hit by a 6.3-magnitude quake. The British-flagged **Queen Mary 2**, currently berthed in Sydney, was due to sail its 2,000 passengers to New Zealand on Wednesday and berth in Christchurch on Saturday. **Source : Monster & Critics**



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## NAVY NEWS

# Bijzondere amfibische oefening in Caraïbisch Gebied

Afgelopen weekend vond er een bijzondere oefening plaats nabij en op Bonaire. Het ging om een amfibische oefening uitgevoerd door de marinierscompagnie van Aruba in samenwerking met Hr.Ms. Rotterdam.



**Hr.Ms. Rotterdam** is het eerste amfibische transportschip dat de komende vier maanden voor de Koninklijke Marine in het Caraïbisch Gebied vaart. Deze oefening, waarbij ook de tweede bootcompagnie van het Korps Mariniers en de boordhelikopter van het schip betrokken waren, kon op deze schaal plaatsvinden vanwege de toegevoegde waarde van **Hr.Ms. Rotterdam**.



“Normaal gesproken zijn we beperkt tot het trainen op pelotonsniveau met de kleine Boston Whaler bootjes, die we hier in de West hebben”, aldus majoor der mariniers Jan Willem van Dijk, de commandant van de 32e infanteriecompagnie van de Commandant der Zeemacht in het Caraïbisch Gebied. “Nu zijn we in staat om met de **Rotterdam** een grootschalige amfibische operatie te trainen met alles erop en eraan!”



Met slechts een heldere sterrenhemel en een bijna volle maan als natuurlijk licht, voeren de kleine Boston Whalers het dok van de Rotterdam uit om heimelijk koers te zetten naar een van de stranden van Bonaire. De eindaanval is dan in volle gang. Echter, om de eerste verkenningen uit te kunnen voeren, moest nog wel een obstakel overwonnen worden: een steile rotswand. Met behulp van een knopentouw en een speleoladdertje klimmen de mariniers ogenschijnlijk makkelijk naar boven en zetten hun operatie verder voort.



Voor de kust van Kralendijk voeren de landingsvaartuigen, de landing craft utility en landing craft vehicle personell, van de **Rotterdam** af en aan om het personeel en zware materieel aan land te zetten. Voor de ervaren bootcompagnie had deze oefening ook een duidelijke toegevoegde waarde. "We krijgen niet vaak de kans om in dit deel van de wereld amfibische oefeningen te draaien", vertelt de commandant van de tweede bootcompagnie, majoor der mariniers Peter de Vreng. "De ervaringsuitwisseling met de 32e infanteriecompagnie van Aruba is leerzaam", voegt hij toe. Dat bleek bijvoorbeeld toen de **Rotterdam** kans zag om tijdens de oefening de Boston Whalers aan boord te hijsen.

In de nacht van zondag op maandag kon de 'vijand' op Bonaire door de compagnie overmeesterd worden. Het schip en de compagnie kijken terug op een geslaagde oefening. **Foto's: Els Kroon ©**

## SHIPYARD NEWS

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The newbuilding for the Dutch navy **P 840 HOLLAND** was shifted to Vlissingen Oost for further outfitting

**Photo : Wim Kosten – [www.maritimephoto.com](http://www.maritimephoto.com) (c)**

## Zvezdochka buys local shipyard

The Severodvinsk-based shipyard Zvezdochka buys the Krasnaya Kuznetsa yard in Arkhangelsk. With the acquisition, Zvezdochka gets control over Krasnaya Kuznetsa's floating dock as well as all equipment, a press release from the yard reads. The Krasnaya Kuznetsa, which is based in Arkhangelsk City, has for years been on the brink of bankruptcy. The yard has a long history, it was founded by Peter the Great in 1693, Oilru.com reports.

With the acquisition follows the incorporation of the Krasnaya Kuznetsa into the United Shipbuilding Corporation, the federal shipbuilding major which includes most of Russia's major shipyards. Zvezdochka is first of all known for its extensive experiences within the field repair works on nuclear submarines. The last years, the yard has also engaged

in civilian shipbuilding. Military orders remain however the main occupation. The yard includes two subsidiaries in Murmansk Oblast, the Nerpa yard and the Yard No 35, as well as units in Astrakhan, in Moscow, in Kaluga Oblast and in Krasnodar Kray. **Source : BarentsObserver**

## **HMM aims at US\$7bn sales in 2011**

Korea's leading shipping line Hyundai Merchant Marine (HMM) targets 7.94trillion won (US\$7 billion) sales and 637.4bn won operating profit in 2011. The company also aims at 3.36m teus containers this year, up 16% from a year earlier. HMM will increase its investment by 88% to 485.9bn won to achieve its targets, the money will be mainly spent on ship purchases, port facilities and computer equipment, the company said.

The company will expand its fleet from 164 to 192 ships this year. The number of container ships will be increased to 69 from 62 while the bulk carriers will be increased to 123 from 102. **Source : Seatrade Asia**

## **Mini submarines to be built in capital**

Mini submarines and patrol boats are to be made in the UAE as the newly established Etihad Ship Building, based in Abu Dhabi, targets a burgeoning Middle East naval market. The company was formed in September as a joint venture between Fincantieri of Italy and the local firms Melara Middle East and Al Fattan Ship Industry.



Al Fattan already has a facility at Al Sadr Port in Taweelah, near the Dubai border. In addition to building vessels, Etihad Ship Building will offer maintenance and retrofitting services to navies in the region.

The joint venture reflects the Government's increased focus on its offsets system, which directs foreign defence suppliers to contribute to the UAE, particularly in transferring technology into the local economy. Fincantieri entered into the partnership after receiving a contract to provide the UAE Navy with an anti-submarine warfare vessel and stealth patrol vessels.

The Italian company has shipyards in Italy, Germany and the US, and has produced naval vessels for Italy, India, Malta, Iraq, the UAE and the US.

Etihad Ship Building, which is an exhibitor at the International Defence Exhibition and Conference (Idex) in Abu Dhabi this week, is the third major shipbuilder in Abu Dhabi set up to cater to demand in the region for naval vessels and luxury yachts. The other companies are Abu Dhabi Ship Building, which has a contract worth more than US\$1 billion (Dh3.67bn) to build six corvettes for the UAE Navy, and Abu Dhabi Mar, which builds yachts and is also expected to build naval vessels.

The Etihad Ship Building joint venture "offers us significant business potential ... not only in the military but also in the civilian sector," said Giuseppe Bono, the managing director of Fincantieri. Angelo Fusco, Director Customer Relationship and Production Process told delegates at an Abu Dhabi conference last week that Etihad Ship Building would produce "midget submarines".

The company's mini submarines, which Mr Fusco said would be 28.5 metres long, would not be the first produced in the Emirates. The Bin Jaber Group, a family-owned business with a defence division, has produced submersibles for the UAE Special Forces. Etihad Ship Building's mission was "to establish a fully capable local shipyard with all related processes like design, engineering, construction, outfitting, project management, test trials, maintenance and repair," Mr Fusco said. Fincantieri would transfer its methodology in these fields to the new company, he said.

The joint venture aims to generate profit that will satisfy Fincantieri's offsets requirements stemming from its contracts for the anti-submarine warfare and stealth vessels. The new company should also position Fincantieri to be the prime contractor in the sale and production of other ships to the UAE Navy, Mr Bono said at the Abu Dhabi International Offset Conference in the capital last week.

The UAE Offset Program Bureau introduced a policy last year representing its most dramatic changes in 18 years. The rules allow defence companies to receive credits for transferring technology and for training and hiring UAE nationals, and requires the firms to set up profitable joint ventures in the country. Etihad Ship Building will also produce patrol vessels at Al Fattan shipyard in Taweelah after an upgrade there, Mr Fusco said. Al Fattan's output is to include aluminium boats for coastal patrol and offshore protection. Fincantieri will train Etihad Ship Building staff, with on-the-job training following at the joint ventures's shipyard at Al Sadr Port. **Source : The National**

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## **Beluga Shipping to focus on NSR for delivery of oversized cargo**

Beluga Shipping GmbH plans to make the project and heavy-lift cargoes delivery along the Northern Sea Route as regular as possible, President and CEO Niels Stolberg said in an interview with PortNews. According to Mr. Stolberg Siberia has seen a rebound particularly in oil and gas producing industry. So, the industry will most likely be hungry for project & heavy-lift cargo modules the company could deliver to the Noviy (New) Port / Yamburg.

"Within those projects cargo units with single weights of about 1,000 tons may be expected and with Siberia being the destination market they may well cast off in Europe or Asia depending on the individual project and the customer behind," Mr. Stolberg said.

Bremen-based Beluga Shipping GmbH is a global leading carrier of project and heavy-lift cargoes. The company currently operates a fleet of 72 ships equipped with cargo handling gear that can lift a combinable load of up to 1400 tons.

## **Van Oord to develop port in Azerbaijan**

Van Oord in The Netherlands has confirmed that it has signed a contract with the Ministry of Transport of Azerbaijan for the new Baku International Sea Trade Port in the Alat settlement in Azerbaijan.

The value of the contract is approximately Euros 80 million. The dredging project will be executed over a period of two years. The project consists of dredging a navigation channel which will be 7km long and 160m wide and turning basin for the new port. In total, some 8.8 million cubic metres of material will be dredged and discharged. The port development in Baku will mean an important economic boost to the region. **Source : Dredging News Online**



## “SIM MERCURY” EQUIPPED WITH ALPHABRIDGE



Batam Express Indo Shipyard latest newbuild Hull 838 “[Sim Mercury](#)”, installed with [Alphabridge](#).



Photo's : [Alphatron Marine Systems Pte Ltd \(Singapore\)](#)

## New Liferaft Exchange service station in Darwin

In Wilhelmsen Ships Service's continued expansion of its liferaft service station network, the company is opening a new Liferaft Exchange (LRE) service station in Darwin, NT. The station will be fully operational from March 2011.

"The Darwin LRE station will be the first for the company in Oceania and will have a strong focus on servicing vessels associated with the port's significant offshore and oil and gas market," comments Geoff Brown, General Manager of Wilhelmsen Ships Service's Australian operations in the Northern Territory and South Australia. "The strategic location of Darwin also means that the station will be well placed to supply and exchange rafts in major resource ports in Australia's North West, including Dampier, Port Hedland and Broome. As with all our global LREs Wilhelmsen Ships Service will be supplying our own Unitor branded liferaft range to our customers."

Geoff looks forward to offering customers Liferaft Exchange as an alternative to traditional liferaft ownership. He has worked with the Wilh. Wilhelmsen Group for over 30 years and has extensive experience with marine safety equipment. Liferrafts are a personal passion of his. For Geoff his customers' safety is top priority and he understands that having compliant liferafts onboard is a vital part of any offshore operations. He adds, "We can ensure our customers' compliance with due date monitoring and the fact that rafts can simply be exchanged without delay, even during short stays in port."

Wilhelmsen Ships Service's LRE program has grown rapidly in popularity as customers recognise the simplicity and convenience of the system. The company's worldwide network of offices and service stations enables vessels to swap liferafts in every global region. Wilhelmsen Ships Service's Liferaft Rental concept makes pricing predictable for customers through an annual rental fee that makes operational budgeting easier. As well as liferaft provision, Wilhelmsen Ships Service supplies Unitor marine products, technical services, ships agency services and maritime logistics. **Source: Wilhelmsen Ships Service**

## Reef Subsea charters newbuild subsea vessel

Reef Subsea has announced that one of its Norwegian operating companies has signed a five-year charter for a newbuild construction vessel with GC Rieber Shipping. **Polar King** will carry out light subsea construction, ROV and survey operations in the North Sea and on a worldwide basis.

Technocean AS, a subsidiary of Reef Subsea AS, which has been recently awarded a multi-year frame agreement contract, has secured a three-year firm charter with two yearly options of one of the new-built subsea construction vessels (IMR/CSV) from GC Rieber Shipping. **Polar King** will be delivered to Technocean circa mid-April 2011.

The vessel, certified to IMO SPS 2008 requirements, will be equipped with two 3,000m rated work class Perry Slingsby ROV systems, installed in a ROV hangar with dedicated AHC LARS systems.

**Polar King** will also be equipped with a 150 tonne AHC crane dimensioned and designed for lifting operations up to 3000m water depths. Her 1,000m<sup>2</sup> deck and main moonpool will make her an ideal working platform. **Source : Offshore shipping Online**

## Tianjin port's container volume to hit 11.5m TEU mark, forecast

Container trade at the world's largest artificial deepwater port of Tianjin (China) is expected to reach the benchmark of 11.5 million TEUs this year, while total cargo throughput is forecasted to be 430 million tons, Xinhua reported.

The Port Authority plans to strengthen the position of Tianjin as the largest Asian port handling cruise liners. In 2010, cargo throughput of Tianjin Port exceeded 400 million tons. **Source : PortNews**

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## Reflex Marine Launches Inspection and Maintenance Courses for FROG and TORO

Offshore Technicians can learn how to correctly inspect and maintain their marine personnel transfer devices at training courses organised by offshore access specialist Reflex Marine. The new program has been developed in response to the considerable interest and demand from Operators around the world.



Delegates from companies in Angola and Dubai joined Reflex Marine personnel on an initial two-day training course, held in Aberdeen recently.

A series of modular courses will be held in Aberdeen from 5 to 7 April. Each course will include the design background of each transfer device, legislation, competence, critical parts inspection, checklists, best practice, a hands-on rebuild of a capsule and an inspection and maintenance test. Other training courses are planned for later in the year.

Parallel to its training program, and supporting the end users increasing focus on life-long quality management the company is now establishing formally accredited service centres throughout the world.

David Brittan, Reflex Marine's Operations Director, said: "An excellent safety record is achieved through good design, good operation and ensuring life-long integrity. Reflex Marine has spent 10 years developing robust and user friendly FROG and TORO transfer devices. We have provided users with informative and flexible induction and user materials. Now, we are offering increased support for inspection and maintenance and assured lifetime integrity of our clients' devices.

"We have developed a series of training courses aimed at ensuring the recommended inspection and maintenance schedules are consistently applied. Each training module provides a level of certified competence for a service technician working on each Reflex Marine device.

"The FROG and TORO are used for marine personnel transfer throughout the world, either as an emergency ambulance or as the principle means of crew transportation. Each transfer device can be used as little as three times a year or as much as 57,000 times a year. It is essential that technicians are fully trained in their inspection and maintenance to make sure they are kept in the very best condition and fit for the critical duties for which they are intended"

For further information on the next FROG inspection and maintenance course, please visit the Reflex Marine website [www.reflexmarine.com](http://www.reflexmarine.com)



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## Port of Salalah poised for strong growth, says CEO

The Oman Daily Observer reports that the Port of Salalah aims to capitalise on its strategic geographical location to consolidate its position as the pre-eminent container transshipment hub on the Indian Ocean Rim. In comments to the Observer, Port of Salalah CEO Peter Ford was upbeat in his assessment of growth prospects at the Sultanate's biggest and most successful container transshipment terminal operating on the country's southern coast.

While container traffic growth is essentially dependent on global economic trends, general cargo volumes on the other hand are projected to rise significantly on the back of increased economic activity in Dhofar Governorate, he noted.

Salalah's advantageous location abutting key maritime trade routes is at the very core of its robust appeal to major shipping lines, according to the CEO. "Salalah is located smack down in the exact right spot for East-west trade routes, and specifically for Asian and European strings as well. Not only are we in the right spot, but we also have the right infrastructure, the right support from the Omani government, and the expertise in management from APM Terminals," said Mr Ford.

Mr Ford takes the helm of Salalah Port at a time when the company is preparing to embark on a new and energetic phase of its development and modernisation. The Ministry of Transport and Communications is overseeing the development of a dedicated General Cargo Terminal and liquid jetty within the port. The project entails the construction of 1,266m of new quay wall and the dredging of harbour basin in front of the General Cargo Terminal to a depth of -18m. The new General Cargo Terminal will also incorporate a liquid jetty suitably equipped to handle product tankers and other carriers that service the petrochemical projects either in operation or planned in the future at the nearby Salalah Free Zone.

Initially, the jetty will primarily serve the methanol plant of Salalah Methanol Company which came into operation earlier this year. A 20-year revised master-plan approved by authorities last year envisages a phased scale-up of the General Cargo Terminal's capacity to a whopping 40 million tons of dry bulk commodities and five million tons of liquid products annually. General cargo volumes handled at Salalah continue to grow by "leaps and bounds", says Ford. "That's good news for the southern region of Oman. You can tell by the cargo that's going in and out of Oman that the port is doing an excellent job." **Source : Dredging News Online**

## CSAV, China Shipping Add All-Water Route

CSAV and China Shipping plan to add a shared all-water service linking Asia and the U.S. East Coast via the Panama Canal.

The all-water Amex Sling 2 will begin service March 21, using nine ships with capacities of 4,200 20-foot equivalent units. The service rotation will be Shanghai, Xiamen, Yantian, Hong Kong, Lazaro Cardenas, New York-New Jersey, Norfolk, Savannah, Miami, Lazaro Cardenas, Shanghai. The service will be in addition to CSAV's existing Amex Sling 1, which has 12 ships with capacities of about 3,500 TEUs and operates on a longer service that also calls in South Korea, the Caribbean transshipment ports of Kingston and Cartagena, and Charleston and Port Everglades.

**Source: Journal of Commerce**



## CKYH to drop Panama for Suez in new Asia-USEC AWE-6 loop

THE CKYH Alliance, comprising Cosco, "K" Line, Yang Ming and Hanjin Shipping, has announced it will launch a new AWE-6 Far East-US east coast service via the Suez Canal from May 1 to replace the current AWE-5 loop that uses Panama, reports maritime analyst Alphaliner.

Operating with nine postpanamax vessels of 5,000-7,500 TEU with a nine-week voyage, the forthcoming AWE-6 calls at Xiamen, Hong Kong, Shenzhen-Yantian, Cai Mep, Singapore, Colombo, New York, Norfolk, Savannah, Jeddah and back to Xiamen via Singapore. In contrast, the current AWE-5 runs with nine 3,400-4,300 TEU vessels and calls at Kaohsiung, Shenzhen-Yantian, Shanghai, Busan, (Panama Canal), New York, Norfolk, Savannah, (Panama Canal) and back to Kaohsiung **Source : Schednet**

## Ferry firm Wightlink loses £1.4m damages claim

FERRY operator Wightlink has suffered defeat in a £1.4m damages claim after 'catastrophic' engine failures struck two of its Fastcat fleet.

The firm launched High Court action after an engine in its Shanklin vessel failed in the Solent, between Ryde and Portsmouth, in July 2006, followed by an engine of the Ryde Fastcat in November the same year. The ships' four diesel engines were sent back to their German manufacturers for costly repairs. Wightlink claimed that, on disassembly, it was clear that they had not been properly overhauled and, in particular, that the clearance between piston pins and piston pin brushes in each of the engines' 16 cylinders did not accord with manufacturers' requirements.

Wightlink sought almost £1.4m damages from the company contracted to overhaul the engines – Michell Power Systems (MPS). But Mr Justice Hamblen dismissed Wightlink's claim after clearing MPS of all liability for the ferry company's losses. The judge said MPS 'should have had regard' to the recommended clearances between the piston pins and piston pin brushes and 'should not have departed from those recommendations without some reason'. But he said: 'I am satisfied there were good reasons to do so in this case.' **Source : portsmouth.co.uk**

## Canada waterfront talks: ITF comment

ITF president and dockers' section chair Paddy Crumlin commented today on the lack of progress in contract talks between the British Columbia Maritime Employers' Association and the ITF-affiliated ILWU Canada. Paddy Crumlin said: "We're concerned to hear from ILWU Canada that despite its best efforts there has been no progress in negotiations with the BCMEA on a new collective agreement for the region's ports."

"This matter has been open to negotiation since the expiry of the previous collective agreement on 31 March 2010. We strongly urge the employers to take to the negotiating table in a positive and constructive way and start engaging in a dialogue that can result in an agreement acceptable to both parties. Any delay will have negative repercussions for all parties concerned."

He concluded: "Our concern is shared by the ITF's docker unions, and we are all watching closely to see how our sister union is treated." A letter from ILWU Canada president Tom Dusfrene to the BCMEA making clear the union's availability for negotiations can be seen at <http://ilwu.ca/Home.html>

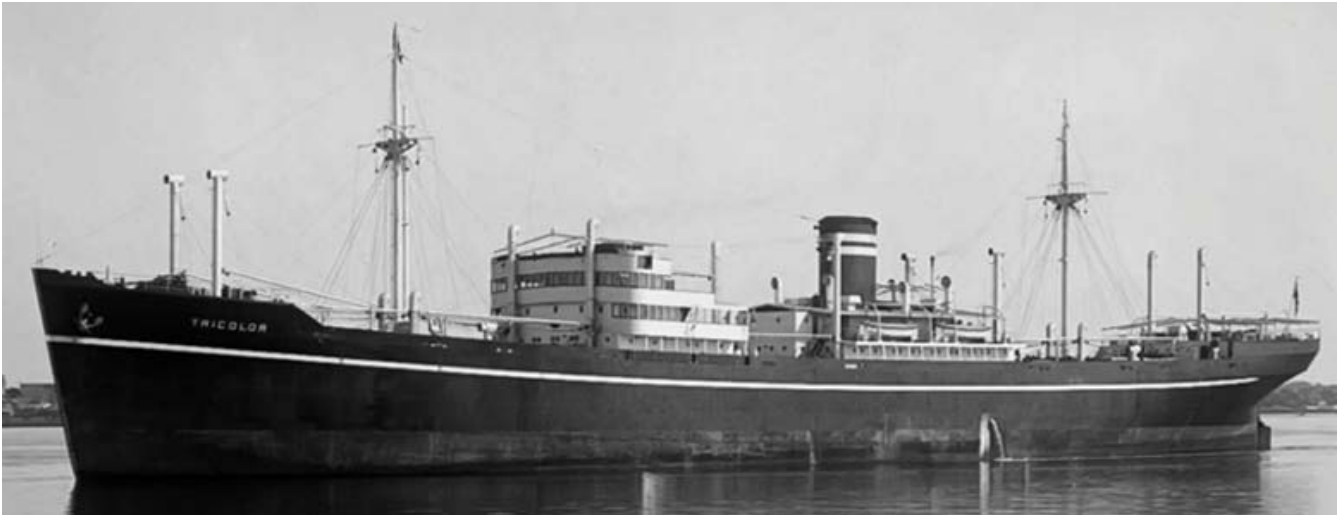
## **MARITIME ARTIST CORNER**



Above seen a painting of the sailing barque **EUROPA** operating in Antarctica  
Painting : Frans Romeijnsen - [www.galeriemarkant.nl](http://www.galeriemarkant.nl) ©



## OLDIE – FROM THE SHOEBOX



The 1933 built Wilh. Wilhelmsen owned 6850 ton **TRICOLOR** was beached in 1956 near Rangoon (Burma) after cargo fire, broke in two. - **Photo : The late Allan Green - Victoria Australia**

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



The pilot cutter of Fort Lauderdale picks up the pilot from **M/S Maasdam** of Holland America Line and is going full speed back to the port for piloting the **Zuiderdam** or the **Navigator Of The Seas** out of the port

**Photo : Cees Kloppenburg ©**

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