



**Number 111 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Thursday 21-04-2011**

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

The advertisement for Multraship Towage & Salvage features a white tugboat with the number 16 on its side, moving through water. The background is a yellow and blue diagonal split. The company logo, consisting of a yellow and blue knot-like symbol and the text 'MULTRASHIP TOWAGE & SALVAGE', is in the top left. At the bottom, the website 'www.multraship.com' and email 'info@multraship.com' are listed.

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**The FUGRO SYNERGY seen anchored off Singapore last Sunday**

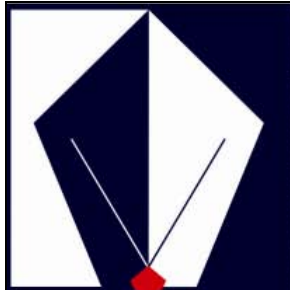
**Photo : Piet Sinke ©**

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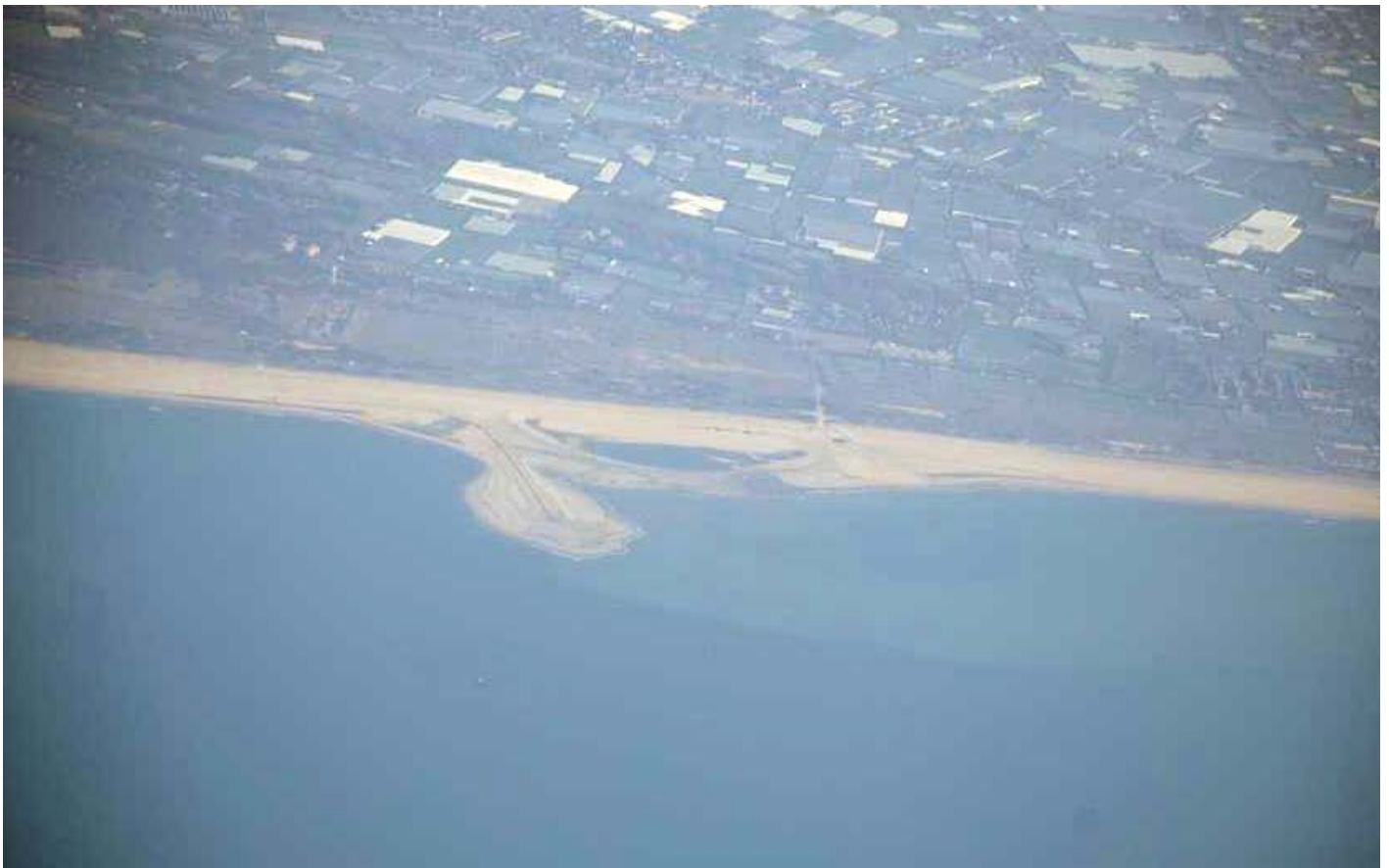
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## EVENTS, INCIDENTS & OPERATIONS



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Birds eye view of the **ZANDMOTOR** which is under construction along the Dutch coast – Photo : Wybe Meinesz ©

## Gurkhas, sonic arms, razor wire protecting cruise passengers from pirates

Cruise passengers are being protected from Somali pirates by razor wire, Gurkhas and sonic weapons. According to the Daily Express, this extraordinary range of security measures is now being routinely deployed on cruise ships travelling past the Horn of Africa – usually on their annual world cruise which takes them through the Suez Canal.

Pirate attacks on shipping off East Africa are rising although more are being disrupted by a 25-nation naval presence. This includes the Royal Navy ships **HMS Cornwall** and **Richmond**, both equipped with heavily armed helicopters.

The scale of the piracy threat was revealed by the capture of British yachting couple Paul and Rachel Chandler. They were seized by pirates in the Indian Ocean in 2009 and endured a harrowing 388-day ordeal in Somalia before being freed by a ransom. **Source : The Indian Express**



The **STEMAT 82** with the **LYDIA D** alongside seen with the Ormonde substation. Ormonde windfarm near Barrow

**Photo : Tony Brands ©**

## Global container market set to rebound

The global container market is set to rebound in the third quarter after a sharp downturn driven by overcapacity and limited demand, according to senior industry executives quoted in a Reuters report carried by Hellenic Shipping News.

Container freight rates on the benchmark Asia-European route tumbled by about half in the last nine months. Seasonal demand, surging bunker fuel prices and tight container box availability should help push rates higher and help ease the "sense of panic among carriers", said Eng Aik Meng, president of APL, the world's sixth largest container firm.

APL's rivals also agreed that freight rates could not linger much longer at current levels, especially with bunker fuel prices at multi-year highs. "I am optimistic on the second half. The availability of containers, the cost of fuels and liners looking for ways to reduce their consumption will cause a slowdown in transport times," said John Lines, CE of ANL Container Line. "These in many ways will balance the oversupply in capacity." **Source : ftwonline.co.za**

## Indian merchant navy officers to grab 9% global share by 2015

Aiming to increase the global share of Indian merchant navy officers to 9% by 2015 in the wake of shortage of personnel, the government plans to acquire four training ships at a cost of Rs 500 crore. India is the fifth largest supplier of officers globally at present having a share of 6.3% out of 5,50,000 officers. "The acquisitions will be made through state-owned Shipping Corporation of India (SCI) and each dedicated training vessel is likely to carry 400 trainees. The cost for four vessels to be acquired is estimated at Rs 500 crore," a Shipping Ministry official told PTI.



There is acute shortage of trained manpower in the space in view of increasing fleet size and the number of officers globally is likely to swell to 6,60,000 by 2015, he said. "Shortage of officers is likely to become acute by 2013 and India can very well aspire to increase its market share to 9%, the official said adding it will have to supply 65,000 additional officers by 2015.

In this regard, the Ministry is planning to increase the on board training slots from 4,000 at present to 16,000 in the next few years. Also, the Ministry plans to undertake promotional campaigns, including mass media advertising, direct marketing, school and college contact programmes etc at an estimated expenditure of Rs 20 crore. Earlier this year, Shipping Minister GK Vasan while unveiling the maritime agenda for shipping sector that envisaged Rs 5 lakh crore investment in the space by 2020, also stressed the need for grabbing more market share by the Indian seafarers.

Source: PTI



The **FJELL** seen anchored off Singapore – Photo : Piet Sinke ©

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## **Horizon Lines and APMT Issue Statement on Houston Ship Incident**

**Ship Expected to Arrive in San Juan on Schedule**

Horizon Lines, Inc., and APM Terminals issued the following statement: The **Horizon Challenger** experienced an unfortunate incident while docking at the APM Terminals facility in Houston on April 15, 2011. After being released by the tug, the vessel clipped the dock and damaged an APM Terminals crane.

APM Terminals and Horizon Lines amicably and very quickly resolved the damage issue as part of a normal process that modestly delayed the ship's departure for San Juan, Puerto Rico. The Challenger is currently expected to arrive in San Juan on schedule. APM Terminals and Horizon Lines jointly regret any inconvenience this might have caused to Horizon customers.



**Piet**, the editor of the newscippings seen in action last Sunday, taking photos of ships anchored off Singapore, above is seen Samudera's **SINAR BUTON** anchored at the Eastern Anchorage – **Photo : Richard Leistra ©**

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## Pirates promise to release Indonesian hostages

Somalian pirates promised yesterday that they would release all Indonesian hostages after they receive US\$3 million in ransom, a pirate said in a phone interview with local Metro television. Muhammad Sala, one of the pirates, said in a live broadcast that the pirates would guarantee the safety of the hostages. The demand 'is US\$3 million', said Kala.

Indonesian ship **Sinar Kudus**, operated by PT Samudera Indonesia, along with its crew of 20 have been taken hostage by the pirates since last month. Earlier the pirates asked for a US\$2.6 million ransom, then they raised it to US\$3.5 million.

Indonesia has carried out talks through the owner of the ship and launched a rescue mission. The rescue effort reportedly angered the pirates. Indonesian Foreign Minister Marty Natalegawa said that communication with the

pirates was done by the company, the owner of the ship. Currently, 27 ships from 16 countries have been blackmailed by the Somali pirates, according to Indonesian President Susilo Bambang Yudhoyono. From March 2010 to April 2011, the pirates have blackmailed 41 ships, said Mr Yudhoyono. **Source : Xinhua**



The **MSTS (FALCK NUTEC)** training centre in Johor / Pasir Gudang in Malaysia during a trainings exercise last Tuesday

**Photo : Piet Sinke ©**

## **Middle East Oil-Shipping Costs Slump for Seventh Day in a Row**

The cost of shipping Middle East oil to Asia, the world's busiest route for supertankers, fell for a seventh day as an excess supply of vessels cut the amount owners could charge for charters. Charter rates for very large crude carriers, or VLCCs, on the industry's benchmark Saudi Arabia-to-Japan route dropped 0.3 percent to 49.92 Worldscale points, according to the Baltic Exchange in London. Returns from the voyage, which take fuel- cost changes into account, declined 11 percent to \$2,272 a day, the lowest level since Oct. 8.

"The tonnage list refuses to shrink," Erik Nikolai Stavseth, an analyst at Arctic Securities ASA in Oslo, said by e-mail today. Any recovery in charter costs "appears to be put on hold" until the vessel glut decreases "radically," he said.

The VLCC fleet's transportation capacity will expand by 6.9 percent this year to 172 million deadweight tons, according to data from Clarkson Research Services Ltd., a unit of the world's biggest shipbroker. That would be more than double the 2.8 percent increase in demand it predicts. 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 measure of crude-oil transportation costs that includes vessels smaller than VLCCs, rose 1 percent to 844 points, according to the Baltic Exchange.

**Source: Alaric Nightingale, Bloomberg**

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## Smuggling drugs in submarines

One of the main reasons the drug war has dragged on for so long is because traffickers are always coming up with new tricks to fool anti-narcotics agents. You can see the evolution of maritime drug smuggling at Colombia's main naval base at Bahia Malaga on the Pacific coast. The main pier is packed with captured fishing trawlers and high-speed cigarette boats once favored by traffickers.

There is also a handful of enclosed vessels with pipes and snorkels sticking out at odd angles. But don't let the Dr. Seuss design fool you. Captain Norberto Benavides said these so-called "semi-submersibles" were built to transport tons of cocaine. "These are semi-submersibles that didn't make it through," Benavides said. "They were detected."

Semi-submersibles are sealed boats that travel just below the ocean's surface; only air and exhaust pipes, plus a navigational dome stick out of the water. These semi-subs leave tiny wakes and are extremely difficult to spot. They're also low-cost. After making drug deliveries off the Mexican coast, traffickers scuttle the semi-subs because that's cheaper and safer than driving them back to Colombia.

Still, US and Colombian authorities have gotten better at tracking semi-subs, and that's led to the latest technological innovation in cocaine smuggling.

Last year, for the first time, authorities captured a fully submersible submarine built by drug traffickers in Ecuador just south of the Colombian border. Then, in February, Colombian authorities discovered a second drug sub under construction. Now it's docked at the naval base here in Bahia Malaga. In the submarine's stern, Navy Lt. Fernando Monroy points to a 345-horsepower diesel engine and tanks that can hold 1,700 gallons of fuel. The submarine also carries ballast and compressed air tanks, bunk beds, a global positioning system, and a night-vision camera.

Monroy also points out a storage compartment in the bow with space for eight tons of cocaine. He said he fears that drug submarines are here to stay.

"We believe the smugglers will keep improving the technology, allowing them to make all their trips underwater," Monroy said. Colombian officials say they believe the submarine required several months to build, and cost around \$4 million. Yet it's hardly state-of-the art. The 70-foot-long body was fashioned from supplies you could buy at Home Depot: fiberglass, wood, and PVC tubing.

It's also small, about the same size as a semi-sub. Once packed with cocaine, fuel and food, there wouldn't be much room left for the four crew members.

A Colombian fishing boat captain said he made three trips to Mexico at the helm of drug-laden semi-subs, earning \$300,000 per trip. He described living conditions during those two-week voyages as "hellish." He said there was no toilet. "Vapors from excrement, cocaine and diesel made it difficult to eat, sleep and breath."

The captain, who asked not to be identified, said they rarely stopped because stationary semi-subs are easier to detect. Jay Bergman, who heads the Drug Enforcement Administration's Andean division, said it's a whole new challenge. "Without question, it has us all going back to the textbooks and the drawing boards and figuring out what are we going to do about this."

Bergman pointed out that so far, no drug submarines have been detected under the sea. But seizures of semi-submersibles have dropped dramatically in the past two years. That could mean that traffickers have already made the switch to submarines – and that they're eluding detection.

"For the analyst looking at emerging threats," Bergman said, "when they see this precipitous drop in semi-submersibles and then the advent of these two submarines, there's concern that's raised: What are we missing?"

US and Colombian officials said they will make the necessary adjustments to target submarines.

Meantime, there's no shortage of people willing to risk their lives on board the drug subs. Many cocaine traffickers are based in the Pacific port of Buenaventura, where poverty and unemployment are high. So fishermen sometimes agree to work as maritime smugglers, like the semi-sub captain who made three runs to Mexico.

The captain said he was recently offered a half-million dollars to make another trip to Mexico, but he turned it down. "I told them: 'Thank you very much. I wish you all the luck in the world. But I'm not interested.'" **Source : The World**

## **CASUALTY REPORTING**

### **Pleasure boat capsized North of Umfolozi River**

At about 8 o'clock on Tuesday 19 April the SOUTH AFRICAN MARITIME SAFETY AUTHORITY CENTRE FOR SEA WATCH AND RESPONSE received an alert of a capsized pleasure boat. The boat capsized 2 kilometers north of the Umfolozi river mouth in northern KwaZulu-Natal.

The boat had 8 passengers on board. Six of the passengers were rescued and taken to a local hospital. One passenger has been confirmed dead and one passenger is still missing. The National Sea Rescue Institute, the SAPS water wing, KZN parks board and the National port authority are assisting with the search for the missing passenger. The names of the boat and of the victims are being withheld until the next of kin are notified.

**For more information please contact - Tebogo Ramatjje - 0826466044**



## NAVY NEWS



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## Indian naval ships in Russia

Indian naval ships Monday reached Russia's eastern city of Vladivostok on a friendly visit. The detachment included three missile destroyers, a corvette and a tanker, Xinhua reported. The national anthems of India and Russia were played as the ships docked. Vladivostok is the main base for Russia's Pacific Fleet. It is located less than 100 km east of the Chinese border. **Source : deccanherald**

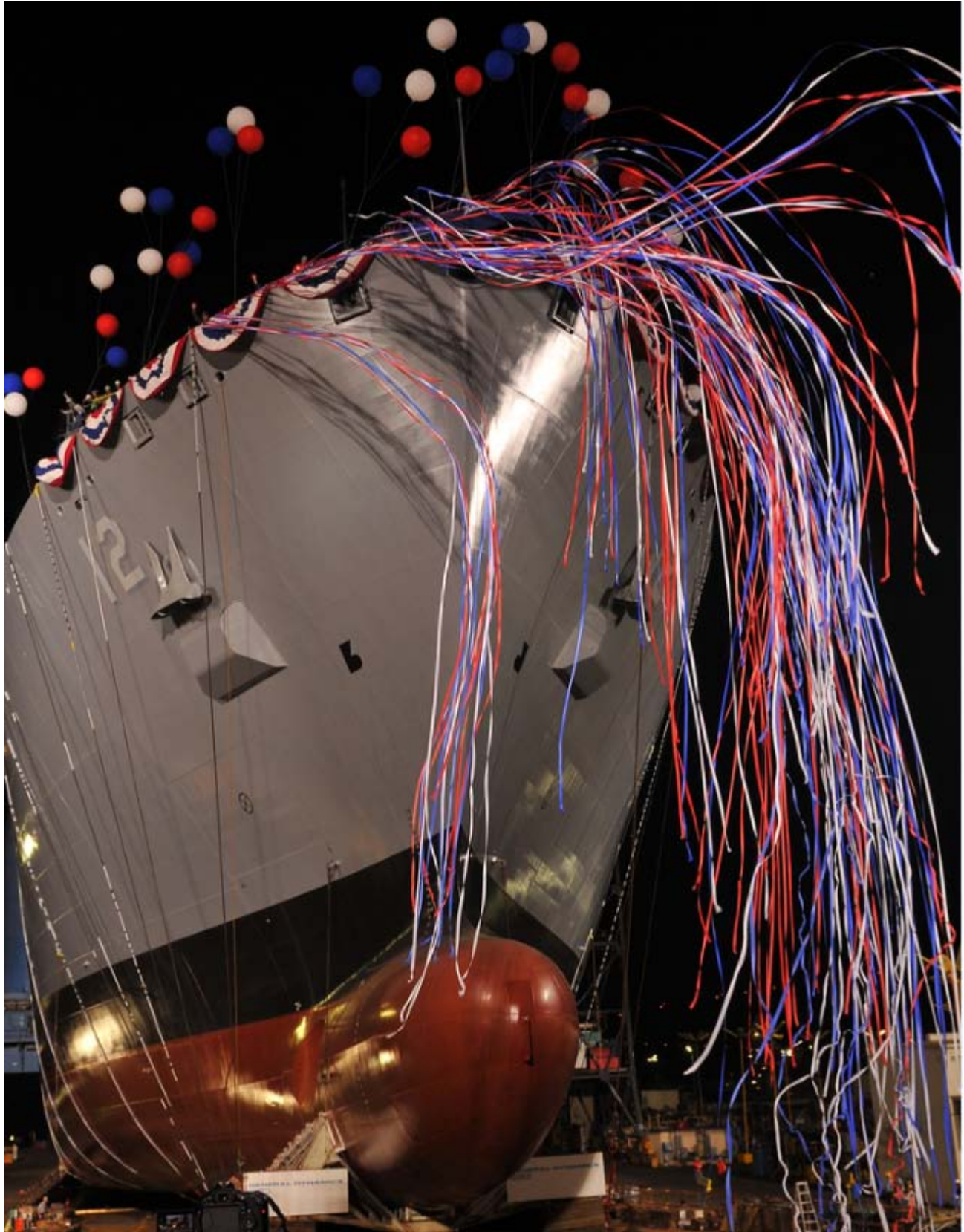
## MTU order from Indian Coast Guard



The Tognum group has announced a substantial follow-up order from the Indian Coast Guard for 60 MTU 16V4000 engines, with associated automation systems, for 20 new 48m fast patrol boats.

The engines will be built in Friedrichshafen and supplied to the Cochin Shipyard Ltd. in the southern-Indian city of Kochi. Each vessel is to be powered by three 16V 4000 M90 engines, each rated at 3,648bhp, driving waterjets, for a design speed of up to 35 knots. Each of the patrol craft will be equipped with MTU's Callosum automation system, integrating all ship's services, including fire detection and

extinguishing systems, with the machinery monitoring. MTU says that the choice of its engines, which are claimed to offer reliability, ease of maintenance and low fuel consumption, will enable the patrol vessels to remain at sea for prolonged periods without having to return to base. The engines will be delivered between 2011 and 2014. Tognum signed two previous deals in 2009 for engines and automation systems for the Indian Coast Guard with a total value of €32.5 million. The exact value of the new contract, placed with MTU Asia, is not disclosed, but the company says it is "in the medium two-digit million euro range". "MTU has already sold more than 190 type 16V 4000 M90 engines to the Indian Coast Guard and Navy in recent years. They are highly valued for their proven reliability, outstanding power-to-weight ratio and also the well-established MTU service network in India," says Peter Kneipp, member of the executive board of Tognum and responsible for the engines business unit. The construction of the new ships is part of an expansion of the Indian Coast Guard, which is involved in fishery protection, combating smuggling and terrorism, prevention of illegal immigration, search and rescue operations and marine environment protection.



The April 16<sup>th</sup> christened Military Sealift Command dry cargo and ammunition ship **USNS William McLean (T-AKE 12)** is launched into San Diego Harbor. William McLean was christened by Margaret Taylor, the eldest niece of Dr. William McLean, the U.S. Navy physicist who conceived and developed the heat-seeking Sidewinder missile.

**Photo : US Navy**



## Navy takes aim at Korean subs

The Thai navy would be happy to buy South Korean submarines instead of used German ones as instructed by the defence minister if the South Korean ones were brand new. Defence Minister Prawit Wongsuwon has proposed that the navy buy two submarines from South Korea instead of ordering six used ones from Germany, a source at the Defence Ministry said yesterday.

Gen Prawit believed it would be more worthwhile getting the South Korean submarines than six used German Type U-206A class ones. The price tag for the German submarines was estimated at 7.7 billion baht but they may be usable for only another six or seven years. Buying brand-new submarines would be more beneficial although the cost is higher. The two South Korean submarines could cost over 40 billion baht and require a tied-over budget spanning years.

Gen Prawit proposed diesel-electric submarines of the Type U-209 class built by Hyundai. South Korea bought submarine technology from Germany to make the vessels for global markets. A submarine of the Type U-209 class has a displacement of 1,200 tonnes and require a crew of 30. It is bigger than the navy's previous choice of the Type U-206A class that displaced 450 tonnes and needed 20 crew.

According to a navy source, the navy would have no problems with the South Korean submarines if they were brand new as they were based on German technology. Earlier, the navy proposed buying used German submarines because it wanted to keep abreast of submarine technology and catch up with other countries. Previously, South Korea had tried to sell the navy two submarines priced at 20 billion baht each even though the vessels had been in use for 20 years and had about 15 years of useful life left, the source said.

"If the defence minister proposes the navy buy brand-new submarines developed with German technology, that will be interesting. But if that costs more than 40-50 billion baht, the government may not approve it and the navy will end up without any submarines," said the navy source. The source said Gen Prawit had discussed the issue with South Korean authorities in South Korea two weeks ago. He would raise the matter at a meeting of the Defence Council this month and ask the cabinet to approve the purchase in principle before the House is dissolved.

## SHIPYARD NEWS



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The **GRAND PRINCESS** seen in drydock at the Bahamas with on the right seen HAL's **RYNDAM**  
Photo : Andrew Barker ©

## SEAFOX 5 secures first job in offshore wind market

Keppel FELS Limited has announced that a contract from the joint-venture Aarsleff Bilfinger Berger (ABJV) Dan Tysk, worth in excess of Euros 35 million, has been secured for **SEAFOX 5**, the KFELS Multi-Purpose Self-Elevating Platform (MPSEP) wind turbine installation vessel owned and managed with the Seafox Group. The customer ABJV DanTysk has an option to extend the charter by an additional 90 days. Keppel FELS is on track to complete the construction of **SEAFOX 5** in the second half of 2012. When delivered, the vessel will be used for installing offshore wind foundations in the DanTysk windfarm, developed by Europe's leading energy company Vattenfall and Stadtwerke München, in the German sector of the North Sea.

A 75/25 joint venture (JV) company was formed between Keppel FELS and Seafox respectively, to build and own **SEAFOX 5**. Wong Kok Seng, Managing Director of Keppel FELS, said: "This new charter contract is a significant milestone in establishing Keppel's footprint as a value-added solutions provider for the emerging offshore wind energy sector.

"I would like to thank our partner, Seafox, whose rich operating expertise was instrumental in the winning of our first charter in the North Sea." "Our proprietary KFELS MPSEP vessel brings to bear Keppel's experience in designing, engineering and building rigs for harsh environments, and will offer important advantages over the existing fleet of installation vessels, in terms of safety, and operational and cost efficiency.

"We are pleased that Keppel and Seafox have won the confidence of leading offshore wind farm contractors such as ABJV DanTysk with this new generation vessel." Keppel FELS' proprietary concept was chosen by the Seafox Group in July 2010 as the basis for a new-generation, wind turbine installation vessel. On completion, **SEAFOX 5** will be managed and operated by Workfox BV, the leading operator of multi-support service jackups in the Southern North Sea, and member of the Seafox Group.

Mr Keesjan Cordia, Managing Director of Seafox Contractors BV, said: "Developers and operators of offshore wind farms place high emphasis on the reliability of delivery and operations. "As such, the collective strengths and track records of the Seafox-Keppel alliance, augmented by an outstanding vessel concept, have launched us forward in sealing the charter contract with ABJV DanTysk.

"**SEAFOX 5's** ability to withstand harsh offshore environmental conditions all year round will be advantageous in this first charter where it is expected to work through winter in the North Sea." The KFELS MPSEP, designed by Keppel's R&D arm, Offshore Technology Development, has an offshore pedestal crane with a 1,200-tonne lifting capacity, and a spacious deck in excess of 3700m2 with a variable load of 7,000 tonnes.

In addition, to being well-suited for servicing offshore wind farms, SEAFOX 5 also meets all the stringent operating regulations of the offshore oil and gas industry and can support a wide range of related activities such as accommodation, well intervention, maintenance, construction and decommissioning. **Source : Offshore shipping Online**



Heerema's **RETRIEVER** seen pulled ashore by a « shovel » in Dubai – **Photo : Crew Retriever ©**

## RM250m dredger launched

Inai Kiara Sdn Bhd - a company in dredging, reclamation and marine-related construction industry - expects to build four more dredgers by end-2013, as it remains optimistic in the dredging outlook. "I believe that despite the uncertainty in the outlook of dredging volumes, to a certain degree, any decline in private infrastructure investments will be compensated by government infrastructure products embedded through the Economic Transformation Programme," executive chairman Datuk Gulzar Mohamad Noor Mohamed said after the launch of dredger **Inai Liatree**. The **Inai Liatree**, the second dredger built by Inai Kiara, was built at its wholly-owned subsidiary Selat Melaka Shipbuilding Corp Sdn Bhd, located in Pulau Indah. The dredger cost RM250 million. It is believed to be one of the company's biggest dredgers, with 13,800 horsepower and a maximum dredging depth of 25 metres.



Group managing director Capt Hisham Mohamad Hashim said the other four dredgers will be built in stages. "The next one is expected to be ready by the middle of next year, while the last one for the current batch will be completed end of 2013," said Hisham. The Inai Liatree was launched by Tun Dr Siti Hasmah Mohd Ali, wife of former prime minister Tun Dr Mahathir Mohamad.

During the launch, Dr Mahathir said that Inai Kiara has changed the landscape of the dredging industry. "It is common knowledge within the industry that despite local companies winning the tenders for dredging and reclamation, actual work was carried out by foreign companies. "In other words, the local companies lived on commissions. Inai Kiara has changed that landscape and I believe it will lead local companies in the industry," Dr Mahathir said. Source : [btimes.com.my](http://btimes.com.my)

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## China Shipping marks expansion at US port

China Shipping on Monday announced the completion of a major phase of its terminal expansion project at the Port of Los Angeles. "We take great pride in the growth and success we've experienced at the Port of Los Angeles," said Chairman Li Shaode of China Shipping. "The completion of this critical phase allows for the berthing of two ships simultaneously and positively positions China Shipping and the Port for considerable growth opportunities."

The project added a new 925-foot(282 meter) section of wharf, 18 additional acres (7.3 hectare) of backland and four state-of-the art container cranes that will increase cargo throughput, create jobs and reduce air emissions. Los Angeles Mayor Antonio Villaraigosa, who attended an inauguration event held on the wharf, congratulated China Shipping on the project.

"I commend China Shipping for its long-term commitment to the Los Angeles economy and the environment," he said. "This is a global company that has made a major financial investment in Los Angeles to significantly grow its business using the cleanest technology available." China Shipping operates the West Basin Container Terminal at the Port of Los Angeles, the leading seaport in North America in terms of shipping container volume and cargo value. The port generates 919,000 regional jobs and \$39.1 billion in annual wages and tax revenues.

With the most recent \$47.6 million expansion phase completed, the terminal now has 2,125 feet (648 meter) of wharf space and eight super post-Panamax cranes, handling cargo operations for the China Shipping, Yang Ming, K-Line, Cosco, Hanjin, Sinotrans and Zim shipping lines. Founded in 1997 and is headquartered in Shanghai, China Shipping Group started its service at the Port of Los Angeles on Dec 3, 1999. It operates five ship fleets of more than 430 vessels including container ships, oil tankers, bulk ships, passenger ships and specialized cargo ships. Source : [Xinhua](http://Xinhua)

## Filling sea land for new city in Sri Lanka capital to begin next month

Sri Lanka is to begin filling the sea land in May to build the proposed Port City attached to Colombo. The sea land to be filled is from the breakwater of the Colombo South Harbor to the Galle Face in front of the Presidential Secretariat.

Under a directive of the President Mahinda Rajapaksa, the Sri Lankan government is to reclaim between over 400 acres of sea land to build the Port City at a cost of US\$ 300 million. Chairman of the Ports Authority Dr. Priyath Bandu Wickrama, who is in charge of the construction, says that the new city to be built in a 450-acre land created by filling the sea land will be a separate administrative unit.



The buildings to be constructed in the new city are to be above 35 stories, he told the media. The proposed offshore city, to be divided into three segments- business, residential and leisure, will be developed into a modern city with high rises, hotels, residential apartments, shopping malls, and other space to cater to the public needs. **Source :** [Colombopages](#)



The **OSPREY** arrived last Sunday at the Eastern Anchorage in Singapore - **Photo : Piet Sinke ©**

## **Seychelles economic growth hurt by piracy**

Pirates operating in the Indian Ocean are hurting the economy of the Seychelles, putting the archipelago's livelihood at stake, the transport minister of the Indian Ocean island nation said on Monday. Best known as a luxury destination for holidaymakers, the country of 85,000 expects strong economic growth this year, recovering from 2008 when foreign exchange reserves were nearly exhausted.

"Piracy has hampered the economic growth of the Seychelles through the loss of income from economic activities such as maritime tourism, fisheries, and trade in and out of the Seychelles," Minister for Home Affairs, Environment and Transport Joel Morgan told Reuters. Pirates from Somalia are hijacking vessels off of Seychelles' coast in recent years, forcing the country to seek maritime assistance from other countries.

"The pirates pose an extremely serious threat to the Seychelles, both from the national security point of view, and to our economy. We depend heavily on the sea and its resources for our economic activities," Morgan said at a conference on piracy held in Dubai. Seychelles' push for economic reforms was triggered by an acute balance of payments crisis in late 2008 that forced Seychelles' to default on a eurobond interest payment and turn to the IMF for a rescue package.

The country's economic growth is now expected be at 5 percent by 2013, but vigilance was needed against inflationary and exchange rate risks, the International Monetary Fund said in January. Somali pirates seized a German ship and its 12 crew off the Seychelles in January. A report this year said piracy worldwide was costing the global economy \$7-12 billion a year, with Somali sea-bandits in particular driving up the cost of shipping in the Indian Ocean.

"The Seychelles believes that we need to tackle the financing of piracy heavily, and cut off the head of that monster that is the criminal activity of piracy," Morgan said. "By removing the people that finance piracy wherever they are and bring them to justice. They are in the countries within the region, but also elsewhere in countries in the West."

On Monday, Seychelles also signed a repatriation agreement with Somalia's enclave of Puntland on the transfer of convicted pirates back to Somalia. **Source : [reuters.com](#)**

## **OOCL launches North Europe – East Med / Indian Subcontinent service**

OOCL will begin a new service from the UK and Ireland to the Eastern Mediterranean and Indian Subcontinent on May 2nd, Eyefortransport reports. Port Said East will be served on a direct basis from Southampton, and from there onward service will be provided to Ashdod and Haifa (Israel) and Istanbul-Ambarli, Izmir and Mersin (Turkey). The Indian Subcontinent direct calls will be Port Qasim (Pakistan) and Nhava Sheva and Mundra (India). **Source : [PortNews](#)**



The **MAERSK NECTAR** seen anchored off Singapore last Sunday – Photo : Piet Sinke ©

## Aban to redeploy two rigs with ONGC

Aban Offshore will redeploy its two rigs with ONGC for another three years for around \$138 million (Rs620 crore), which is much lower than their earlier deployment with the state-run oil explorer. With the three-year contract with ONGC expiring, the offshore services provider had bid for the contract to deploy two rigs again.

In a statement to the BSE on Monday, Aban said, "The company has received firm orders from ONGC for the deployment of jack-up rigs **Aban III** and **Aban IV** for a period of three years each. The total value of these firm orders is approximately \$138 million."

In 2007, Aban Offshore had deployed three of its rigs — **Aban III**, **Aban IV** and **Aban V**— with ONGC at peak market rate of \$156,600 per day each. The total value of the contract then stood at around Rs2,000 crore.

While the day rates for each of these rigs were not shared, "with a total contract value at \$138 million, the day rates work out to \$64,000 approximately. This is quite low than the \$156,600 day rates offered at the peak level in 2007," said an analyst from a domestic brokerage firm.

"The new rates are in line with the market rates which have fallen considerably," said an Aban official, who did not wish to be quoted. Source : **DNA India**

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Last Monday (18-04-2011) tunnel element TE-3 of the new 2<sup>nd</sup> Coentunnel was submerged into final position,  
[Photo's : Jos Leentvaar - MAMMOET Maritime B.V. ©](#)



## Container Carriers Earned Record Profits in 2010

Ocean container carriers earned an estimated \$14 billion in 2010, the most profitable year in the industry's history, almost cancelling the aggregate operating loss of \$15 billion in 2009. The total operating profits of 19 of the top 25 carriers surveyed by container market analyst Alphaliner reached \$11.4 billion last year compared to a \$13.2 billion loss in 2009.

Alphaliner estimates that the six remaining carriers in the top 25 which do not publish their financial performance -- MSC, Hamburg-Sud, PIL, UASC, HDS Lines and TS Lines -- as well as other smaller lines made more than \$2.5 billion.



OOCL and Wan Hai had the biggest operating margins in container shipping over the past two years, according to Alphaliner. The performance of the Hong Kong and Taiwanese carriers "further reinforces the view that size does not necessarily translate to better operating margins in this industry," the container market analyst said. Container carriers' margins recovered strongly in 2010 to a positive 7 percent from a negative 16 percent in 2009. Malaysia's MISC Berhad was the only carrier to lose money in 2010.

Alphaliner said the financial turnaround is likely to be short-lived as operating margins have "crashed" in the first quarter of 2011 -- especially on the Asia-Europe trade. Earnings in 2011 are likely to remain "significantly" below the 2010 performance, according to Alphaliner. **Source: Journal of Commerce**



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The **DEEPSEA STAVANGER** completed April 18<sup>th</sup> with the the Tanzania project and is heading down to South Africa.

**Photo : MSD ©**

## Wärtsilä and RCCL sign service agreement

Wärtsilä has finalised what it says is its single largest maintenance agreement with a marine customer, under which the company will provide full maintenance support for five years for Royal Caribbean Cruises (RCCL).

The maintenance support agreement contains a range of services, including maintenance planning, spare parts logistics optimization, the development and testing of engine components, fuel consumption optimization, as well as an advisory service for overhauls and workshop services. In addition, the agreement incorporates the development and implementation of future remote engine monitoring systems and associated software. It covers 29 ships operated by RCCL companies Royal Caribbean International, Celebrity Cruises, and Azamara Club Cruises.

The agreement includes an option to add more vessels in the future. A total of 118 Wärtsilä engines of types 46, 38B, 32LN and Vasa 32, with an aggregated output of about 1400 MW, are included. The agreement is intended to enhance the optimised planning of overhauls and spare parts logistics, focusing on improved fuel economy and the predictability of operational costs. Improved fuel economy is expected to translate to lower emissions, and the lean spare part logistics planning, which focuses on low environmental impact, should help RCCL's overall environmental performance.

"This maintenance support agreement provides the superior predictability and innovation level we seek. In addition, it serves as the benchmark for other service agreements and an outstanding model for joint technical co-operation. It is truly evolutionary for the industry," says Captain William S. Wright, senior vice president marine operations, Royal Caribbean International.

"Royal Caribbean Cruises Ltd. benefits in many ways, including the latest advances in remote monitoring technology, and we are looking at a set-up that will optimise the operational availability and maximise engine efficiency," says Gregory M. Purdy, vice president marine operations for Celebrity Cruises.

Wärtsilä says it has been developing long-term efficiency increasing strategies to help reduce customers' operational expenses, increase energy efficiency, and optimize environmental performance. "This is a new type of agreement, a joint co-operation where we, together with the customer, have constructed each element of it. This agreement combines the knowledge from the customer's side, with our knowledge and experience in providing services and support for a wide variety of installations," says Leif Rönnskog, vice president, strategic account management, Wärtsilä North America.

Wärtsilä Services claims the broadest network and portfolio in the industry, with operations in 70 countries and 160 locations with over 11,000 employees. Wärtsilä's experience includes provision of long-term operation, management and maintenance services for marine installations and land-based power plants. **Source : The Motorship**



The ferry **TAI HWA** seen moored in the port of Kaohsiung (Taiwan) – **Photo : Jacob Hoogendorp ©**

## **MOL and Hafnia agree to jointly operate new LR1 Pool**

On the 1st of May, "Straits Tankers Pte Ltd", a MOL and Hafnia Management strategic J/V set up in Singapore, will be ready to market 25 coated LR1's, entered into the "Straits Tankers LR1 Pool". The goal is to further utilize the fleet to flexibly meet diversifying needs of customers who will be serviced from the Straits Tankers offices in Singapore and Copenhagen, Denmark.

The Pool consist of LR1 product tankers from Japanese shipowner MOL, Swedish shipowners Marininvest and Gotlandsbolaget and Danish shipowner Nordic Tankers. UACC - United Arab Chemical Carriers in Dubai has also decided to participate. Lars Mossberg, Chairman of Hafnia Management said "With the continued economic challenges in the tankers markets, consolidation of fleets is the natural way forward in order to jointly meet customer increased demands as to scope of services whilst optimizing the operation through economy of scale. It's a win-win for all parties" Tsuneo Watanabe, Director and Managing Executive Officer of MOL said "Our country is facing a challenge from the natural disaster from a month ago, but together with Hafnia, we can support recovery of the Great East

Japan Earthquake, which will substantially lead to the growth of the world economy and our customers. The Executive Management of the J/V will be Soren Steenberg Jensen as CEO, and Kazuhiro Takahashi as COO, whom both is highly experienced in the LR1 sector globally. Mitsui O.S.K. Lines, Ltd is one of the world's largest multi-modal transport companies, operating more than 850 vessels and employing a workforce in excess of 9,700 worldwide. MOL operates one of the largest networks of liner and logistics services around the globe, including weekly Transpacific, Transatlantic, Americas and Asia-Europe services. Hafnia Management A/S is a company started less than a year ago by shipowners and run by senior staff with substantial knowledge within the product tanker market and shipping pools. Hafnia focuses on commercial management of clean petroleum product pools, and its experienced staff holds solid track records in consolidation and optimization. **Source: MOL**



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The **CONDOCK II** seen at the Tyne – **Photo : Kevin Blair ©**



## Dockwise T-0 to have Wärtsilä propulsion package

Wärtsilä has been awarded the contract to supply a total propulsion package for the T-0, the 270 m long next generation semisubmersible heavy lift vessel ordered at Hyundai Heavy Industries by Dockwise Shipping BV.

The scope of supply for the contract specifies two Wärtsilä 6L38 engines and two Wärtsilä 12V38 engines for the ship's main propulsion, and one Wärtsilä 6L20 auxiliary engine. Wärtsilä will also supply the reduction gear system, two controllable pitch propellers, two retractable thrusters and one bow thruster.

With a unique bowless design, the T-0 is set for delivery from the shipbuilder in 2012 and will be capable of transporting complete Floating, Production, Storage and Offloading (FPSO) units for the offshore industry.

Arthur Boogaard, General Manager, Business Sales, Wärtsilä Ship Power commented: "This is a major project and a very important vessel that will be operating around the world. It is the largest ship of its type ever built with a unique and new design, and it is, therefore, a great honor for Wärtsilä to have been selected to supply the entire propulsion solution and other equipment. Our strong reputation as the industry's leading systems integrator was a critical factor in the selection process. We have also enjoyed a long term relationship with Dockwise, and have successfully partnered them in other major projects." **Source : MarineLog**

## Geen straling eerste vijf schepen uit Japan

De afgelopen vijf dagen heeft het **Havenbedrijf Rotterdam** vijf zeeschepen geïnspecteerd die na 14 maart Japan hebben verlaten. Bij de vier containerschepen en één car carrier zijn de waardes beneden de toegestane norm gebleven.



Donderdag 14 april arriveerde de **Carsten Maersk** als eerste schip uit Japan. Samen met de Applus RTD (röntgentechnischdienst) deed het Havenbedrijf de controle al in de Britse haven Felixstowe, waar het containerschip een tussenstop maakte. Er werd geen verhoogd stralingsniveau geconstateerd.

**Foto : Nadine Vos ©**

De inspectie vond plaats met instrumenten die geschikt zijn om op afstand de relevante straling te meten. Speciale aandacht gaat daarbij uit naar onderdelen van het schip die vaak aangeraakt worden tijdens de overslag. Met name de sjsorstangen en de bovenkanten van containers kregen veel aandacht. Het risico zit hem daarbij niet in de straling zelf maar in de radioactieve deeltjes die besmetting kunnen veroorzaken wanneer je ze via de huid of mond naar binnen krijgt.

Ook bij de zeeschepen die daarna zijn gecontroleerd voordat ze de haven binnen mochten, bleek de inspectie geen verhoogde meetwaarden op te leveren. Eenmaal aangemeerd volgden de verdere controles op het schip. Daarna zijn de containers aan wal gebracht. De waardes die tot nu toe gemeten zijn, blijven keurig, zoals verwacht, onder de toegestane norm.

Het Havenbedrijf blijft tot 1 mei 2011 metingen verrichten bij alle schepen die uit Japan komen. Daarna wordt bepaald of het langer doorgaat of niet. Een uitzondering kan gemaakt worden voor schepen die in een andere haven zijn gemeten op radioactiviteit en daarvoor een certificaat hebben verkregen.

## MARITIME ARTIST CORNER



Tankers moored in Vlaardingen (The Netherlands) an watercolour made by Maritime artist **Ronald van Rikxoort**

See more of Ronalds work at : <http://www.artabc.nl/>

## Irish Coffee

**Smit Lloyd** was een Rotterdamse rederij die zich specialiseerde in de offshore. Dat wil zeggen dat de schepen ten dienste waren van de olie industrie. Zij vervoerden ladingen van en naar booreilanden en ze verankerden en verplaatsten diezelfde booreilanden wanneer dat nodig was. De maatschappij heeft ruim 30 jaar bestaan en was in haar glorieperiode, de 70er en 80er jaren van de vorige eeuw, toonaangevend op haar werkgebied met 50 schepen die wereldwijd opereerden. De offshore stond in die tijd in haar kinderschoenen zodat men aan boord buitengewoon innovatief moest zijn om onbekende problemen op te lossen. Er zijn aan boord dan ook veel vindingen gedaan en systemen uitgedokterd die nu nog gebruikt worden. Midden jaren 80 ging **Smit Lloyd** op in **Smit Internationale**, waarna op 1 januari 1997 de maatschappij verkocht werd aan een Amerikaans concern. Aan het begin van dit millennium was er niets meer over van de eens zo succesvolle supplyboot maatschappij. Een stuurman maakte zijn allereerste reis op de **Smit-Lloyd 18** van deze rederij en dat schip voer vanuit Fleetwood naar het zelfverheffende, zelf aangedreven booreiland **Offshore Mercury**. Een pakjesboot, zo werd de **Smit-Lloyd 18** minachtend door de bemanning genoemd, want haar werkzaamheden bestonden uit het vervoer van boormaterialen en alle mogelijke andere lading, zoals bijvoorbeeld voedsel of cement, tussen Fleetwood en het booreiland. Nee, dan de andere Smit Lloyd schepen, die deden ANKERWERK! En wat was dat dan wel? Het bleek dat ankerwerk hoorde bij een rigmove en een rigmove betekende het verplaatsen van een booreiland. Daar kwamen ankers en draden en boeien aan te pas en het kon zomaar gebeuren dat je zestig uur of langer je bedje niet zag.

"... je weet wanneer je moet beginnen, maar je bent pas klaar als het rig goed op zijn nieuwe locatie ligt" zo werd de stuurman gewichtig te verstaan gegeven. "En als je zo'n vier keer achter elkaar de zon hebt zien opkomen en ondergaan, terwijl je tot over je oren staat te verzuipen in het ijskouwe water, nou dan begin je wel op je tandvlees te lopen." Vol bewondering, maar ook een beetje nerveus, luisterde de stuurman naar al die verhalen want ankerwerk dat was bepaald niet voor mietjes, begreep hij. Verbaasd had hij de zware winches bekeken met polsdikke draden waarmee gesleept werd of waarmee ankers van de zeebodem werden gevist. "... wel tot driehonderd meter diep! Daar kan je staande verzuipen!" En als het tegenzat dan braken de draden, "... want daar staat een spanning op dat wil je

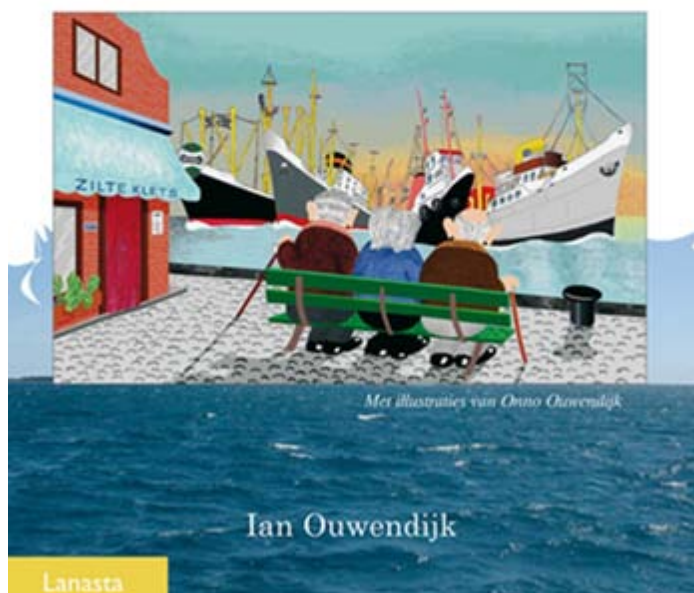
niet weten. Ik heb gezien hoe zo'n draad brak en door de lucht schoot om de zaling(39) heen. De tamp(40) vloog door de ruiten van het stuurhuis vlak naast die ouwe(6) die stond te manoeuvreren. Die heeft een geluk gehad!"

De stuurman begreep dat zo'n calamiteit eigenlijk levensbedreigend was voor een ieder aan boord ("... denk er om dat je altijd uit de kinken blijft!"). Bovendien betekende dat een hoop extra werk waardoor er bij al die uren zonder slaap

### verhalen van een grijze zeeman

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# ZILTE KLETS



er nog eens zomaar vierentwintig bijgevoegd konden worden. Maar ondertussen zat ie lekker op zijn pakjesboot waar het goed toeven was. Fleetwood was een gezellig stadje, het eten aan boord was voortreffelijk en de stemming opperbest. Op een dag zou de 2e wtk worden afgelost door ene Peter, ook kersvers bij de maatschappij. Men had begrepen dat hij voorheen bij de ZIM had gevaren, een gerenommeerde Israëlsche maatschappij, kortom Peter was een heer van standing. En terwijl de bemanning aan de copieuze middagmaaltijd zat hoorden ze gerommel in de gang en daar stond Peter, de nieuwe 2e wtk, in de deuropening. Peter bleek een vrolijke kerel te zijn die, na de uitgebreide kennismaking, honderduit wist te vertellen over zijn vorige maatschappij. Met smaak at hij zijn soepje, zijn aardappeltjes, zijn bloemkooltje en zijn koteletje en toen was het toetje aan de beurt. "Ik heb, toen ik met verlof was, een nieuw recept ontdekt." riep Peter. "Misschien kunnen we dat als dessert nemen. Het gaat als volgt: je doet in een glas een eetlepel bruine suiker, vervolgens één derde koffie, één derde whisky en één derde slagroom. Irish Coffee noemen ze dat en dat is nog 'ns echt lekker!" De kapitein was zo goed niet of hij haalde een fles whisky uit de zegelkast(41) ("Graag van die dure, kap, die goedkope rotzooi komt de smaak niet ten goede!"), de kok klopte slagroom en zette koffie. Onder een gewijde stilte werden de glazen gevuld en in de fonkelende glazen kon je zien dat de koffie, de whisky en de slagroom duidelijk van elkaar gescheiden waren in schitterende laagjes van donkerbruin, lichtbruin en wit. Kortom het was een feestelijk gezicht. "Kom laat me

maar eens proeven", zei de kapitein en als opperhoofd van het vaartuig en algemeen voorproever nam hij de eerste slok. Vol spanning wachtte de bemanning om te vernemen hoe het nieuwe recept smaakte. "Mmmmmmmmm!!!! Tja, wat zal ik zeggen..." en de gezagvoerder likte zijn lippen af en hij nam nog een teugje. "Mannen, dit is verdomde lekker!! Geniet van jullie toetje." Waarna ze allemaal een slokje namen. Dit was ongekend! Zo'n smaaksymfonie, zo'n verhemelte strelend palet had hun verwende kelen nog nimmer gestreeld en bovendien werden ze er erg vrolijk van. Dus nog maar een slokje. Dat was zelfs nog lekkerder dan het eerste slokje. Het lovende commentaar was niet van de lucht, dus nog maar een slokje. En toen was het glas leeg! "We lusten er nog wel een", klonk het in koor en de kapitein was zo goed niet of hij haalde een nieuwe fles. De stemming kwam er in en giechelend werden er moppen verteld. Er kwam nog een glaasje en nog een... ! Vriendschappen voor het leven werden gesloten en met tranen in de ogen verklaarde ieder dat dit het beste schip en de fijnste bemanning was die ooit op de zeven wereldzeeën had rondgedobberd. Homerisch gelach weerklonk door het goede vaartuig, er hing de gezellige lucht van gemorste drank en zware shag en de messroom tafel vertoonde een vrolijke aanblik van lege flessen, halfvolle glazen en gemorste sigaretten as.

Laat die avond ging men varen en nog nooit is er onder zoveel hilariteit en zo snel een schip losgegooid. Volle kracht stoomden ze richting **Offshore Mercury**. De volgende dag had de bemanning heel wat minder praatjes. Opvallend rustig werden de werkzaamheden uitgevoerd en de verplichte rusttijden werden meer dan strikt in acht genomen.

Alleen had de stuurman een ongemakkelijk gevoel want hevige knaagde zijn geweten. Toen hij een blik op de kalender had geworpen bleek dat de vorige dag, terwijl hij uitgebreid zat te pimpelen, zijn zoontje jarig was geweest en al drie jaar oud was geworden. Een cadeautje had hij al daags tevoren met vaderlijke zorg uitgezocht en het lag veilig in de lade van zijn bureau. Nee, dat was het niet! Vol schaamte bedacht hij dat ie niet eens even de moeite had genomen om het ventje te bellen en dat ie nu misschien met traantjes in de lieve oogjes zat te huilen omdat zijn pimpelende



papaatje het had laten afweten. Bovendien zou hij, terecht, de wind van voren krijgen van zijn gade om zoveel onachtzaamheid. Gelukkig gingen ze twee dagen later weer richting Fleetwood en de stuurman besloot zijn toevlucht te nemen tot een list. Het schip lag nog niet eens goed afgemeerd of hij stond al in de telefooncel. "Hallo met mij, nog gefeliciteerd met onze zoon!" riep hij vrolijk: "Ik kon helaas niet bellen want we waren al die tijd buiten. Hartstikke interessant want we deden ankerwerk! Er kwamen draden aan dek en ankers en boeien en ik heb achtenveertig uur m'n nest niet gezien. Tjonge, jonge dat is wel buffelen, hoor. Maar ik heb echt wel aan ons zoontje zitten denken en ik heb ook nog een cadeautje voor hem. Hartstikke leuk. En hoe was de verjaardag? Hij vond het toch niet erg dat ik niet gebeld heb...?" Even bleef het stil. Toen antwoordde de telefoon zuur: "Maar, je hebt WEL gebeld...!"

**Bovenstaande is een uittreksel van [Ian Ouwendijk](#) laatste boek genaamd [ZILTE KLETS](#) welk boek gisteren is gepresenteerd in het Het Muzeeum in Vlissingen, De prijs van het boek is € 16,95 in de winkelverkoop. Bij inschrijving via uitgeverij Lanasta ([info@lanasta.com](mailto:info@lanasta.com)) kost het boek € 14,00. Bovendien kan Ouwendijk's boek "[Potjestijd](#)" tezamen met "[Zilte Klets](#)" worden besteld. De pakketprijs is dan € 30,00 totaal.**

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



The [SEA CLOUD II](#) seen off Horta (Faial - Azores) **Photo : Miguel Nória ©**

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