



**Number 137 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Tuesday 17-05-2011**

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

The advertisement is a rectangular banner. The top half contains a collage of three images: on the left, yellow wire rope pulleys; in the center, a blue and white DNV logo with the text 'DNV 2.7-1'; on the right, a view of a port with a large ship and cranes. Below the collage, a dark blue bar contains white text: 'Wire Ropes • Towing, Lifting and Hoisting Equipment • Consulting' and 'Nijverheidsweg 21 - 3161 GJ Rhoon - Tel. +31-(0)10-5018000'. The bottom section is white with black text: 'VLIERODAM B.V. - THE NETHERLANDS – www.vlierodam.nl' and a small blue logo on the right.



**KOTUG's RT LEADER seen assisting the COSCO YANTIAN towards the Euromax terminal in Rotterdam Europoort**

**Photo : Piet Sinke (c)**

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore  
PLEASE SEND ALL PHOTOS / ARTICLES TO :

**[newsclippings@gmail.com](mailto:newsclippings@gmail.com)**

If you don't like to receive this bulletin anymore :  
To unsubscribe click [here](#) (English version) or visit the subscription page on our website.  
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

## EVENTS, INCIDENTS & OPERATIONS

**POSH SEMCO**  
60 Years of Offshore Excellence



\* EPIC DIVISION  
\* 24 HOURS EMERGENCY RESPONSE  
[www.poshsemco.com.sg](http://www.poshsemco.com.sg)  
[marketing@paccoffshore.com.sg](mailto:marketing@paccoffshore.com.sg)  
+65 63050259

\* OFFSHORE CONSTRUCTION SUPPORT  
\* DEEPWATER SERVICES  
\* HARBOUR SERVICES



Van Oords **JOOP** seen working at Cape Lambert Australia. Photo : Jason Calcott (c)



## Danish crew free Somali pirate hostages

A Danish warship attacked a pirate boat off Somalia, killing four pirates and freeing 16 Iranian hostages on board, Denmark's navy said Sunday. Ten other pirates were also wounded during gun battles between the Danish vessel **Esbern Snare** and the pirate "mother-ship" off Somalia on Thursday morning.

"The 16 hostages are waiting to see their families," the navy said in statement. "None of them and no one among the crew of the **Esbern Snare** was wounded," it said. "The four pirates who were killed were buried at sea in accordance with NATO procedures and Muslim tradition." "All the hostages are doing well given the circumstances," Kenneth Nielsen, the navy's chief of staff spokesman, told TV2 News.

The 24 captured pirates are still on board the warship as Danish authorities consider criminal proceedings. "During a patrol along the Somali coast on the morning of Thursday May 12, the **Esbern Snare** was approached by a pirate mother ship," the navy said in its account. "When the **Esbern Snare** tried to stop the boat using loudspeaker, it opened fire, which was immediately returned.

"Shortly after the exchange of fire, several weapons were thrown overboard and there were signs of surrender. "The **Esbern Snare** then took control of the boat." Pirates continue to take boat crews hostage and demand ransoms off the Somali coast despite an international military presence in the waters.

In particular, navy ships under NATO command are targeting mother ships - boats that have been captured by pirates and are used to launch attacks on others. Around 10 have been seized or sunk since the beginning of April. **Source : AFP**



The KNRM Harlingen lifeboat **WIECHER EN JAP VISSER-POLITIEK** seen during an exercise at the KNRM Paal station at Terschelling - **Photo : Jan de Koning (c)**

## Somali Pirates Outrun By Sea Shepherd Activists in Gulf of Aden

Last week en route to the Red Sea, The Sea Shepherd Conservation Society's flagship vessel, the **Steve Irwin**, was being chased for several miles by 3 suspicious skiffs, totaling 13 people dispersed among the boats. The **Steve Irwin** has recently been outfitted with a new camouflage paint job, "77" largely branded on the bow of the vessel, and the United Nations flag waving from its mast. Previously, a U.S. military Blackhawk helicopter has mistaken the **Irwin** for a Dutch warship. It's thought that maybe the illusion of a government ship could have helped keep the pirates at bay in the infamously dangerous Gulf of Aden where pirates are rampant.

A Quartermaster aboard the **Steve Irwin** stated that they were aware of the potential risks of sailing off the coast of the horn of Africa, but even while the scene was unfolding through their binoculars, they stayed confident in that they were in no true imminent danger. The **Irwin's** crew is extremely trusting and reliant to their seasoned mariner and

veteran navigator of the pirated waters, Captain Lock Maclean. The Quartermaster reported that Captain Maclean remained cool, calm and collected through the ordeal while the entire crew of 20 took all necessary and possible precautions to make sure the vessel was secured. Captain Maclean had notified the proper naval authorities as soon as the skiffs were in view, as well as alerting an adjacent Maersk ship via radio.

Eventually, due to uncertain reasons, the skiffs retreated and both the **Steve Irwin** and the Maersk containership advanced into the Red Sea. Maclean couldn't stress enough how proud he was of the bravery exhibited by his crew of volunteers. The paint job was part of a measure taken by the team to deter pirates as they do not carry weapons. It was supplemented to be convincing with barbed wire, 4foot long steel spikes, water cannons, and imitation weapons. The Steve Irwin and the Sea Shepherds are often and ironically referred to as the "pirates of compassion" and are launching their 2nd annual Bluefin tuna campaign, **Operation Blue Rage II**, with a pilot whale slaughter campaign in the Faroe Islands to follow. **Source : 4share**



The **SIGAS LOTTA** seen outbound at the Westerscheldt River –  
**Photo : Richard Wisse – [www.richard-photography.nl](http://www.richard-photography.nl) (c)**

info@nexumcm.nl  
www.nexumcm.nl  
Contact: Ad de Kock  
M: +31.653.813178



# NEXUM

Contract Management • Mediation

## Reflections on the Container Fleet Reaching 5000 ships

Shipping has two jobs. One is transport, a painstaking task, which it performs safely and efficiently, moving around 8 billion tons of cargo last year. The other is to manage the investment needed to ensure that the world never runs out of shipping capacity. A more challenging task, which involves betting billions of dollars on a future which seems to get ever harder to predict.

The container business is particularly exposed to these problems. The operational side of the business is far more complex than bulk shipping, because, in addition to providing ships, liner companies have thousands of customers and must handle the administration involved in bills of lading, invoicing and door-to-door delivery. This requires a bureaucracy of thousands, generally topped off by a management board. Yet tough competition has, in recent years, drawn these companies into the world of speculative investment so familiar to the tanker and bulker markets.

Of course the container industry is used to heavy investment. In 1980 there were 600 containerships, in 1990 1,289, in 2000 2,624 and today there are 5,014 ships (compared with 5,543 tankers and 8,361 bulkers). As the ships got bigger capacity grew even faster, increasing from 4.4m TEU in 2000 to 14.6m TEU in May 2011, a 328% increase involving an investment of \$197 billion.

Surging cargo growth helped with the risk of ordering billion dollar strings of ships, but today's investment risk is very different from 10 or 20 years ago. One thing which has changed is volatility. For many years container lifts grew every year, boosted by new trades (e.g. China) and new commodities (e.g. forest products and reefer cargo). But the credit crisis took containers into new territory and in 2009, for the first time ever, the container trade declined by a staggering 9%.

Meanwhile, control of the fleet changed. 20 years ago liner companies owned their ships. Today over 50% are chartered in from independents, mainly financed through the German KG system. This did three things. Firstly, it took assets offbalance sheet, improving returns; secondly, asset risk moved to independent investors; and, thirdly, the market in containerships became more liquid. All welcome to liner companies who could leave the "asset angst" to the independents and their bankers. So there you have it. Over the last two decades the container business has joined the speculative shipping club, and rightly so. Today's challenge is to decide whether the world economy will need to treble its capacity again in the coming decade (pushing the fleet up to 45m TEU). Or, are things are slowing down? Not an easy decision, but someone has to make it. Have a nice day. **Source: Clarksons**

## MSC Opera anchored in Nynamshamn, passengers disembarking

Cruise passengers from the stricken **MSC Opera** are back on dry land as per Monday afternoon, after being towed to a Swedish port. The cruise ship, which plans to sail from Southampton throughout the summer, was hit with a power failure after problems with an electrical panel onboard. It meant that the hundreds of British passengers onboard had no hot food or running water and the ship's engines weren't working.



Yesterday morning, MSC Cruises have said that power has been restored to most areas of the ship and holidaymakers have been offered a hot breakfast. MSC Opera was towed to Nynamshamn in Sweden, which is close to Stockholm. The company says passengers will now be repatriated from the Swedish capital and that they've all been issued a credit voucher for the full amount of the ten-day cruise.

However, there's disappointment for those planning a holiday on the liner next week as the cruise that was due to leave Southampton tomorrow has been cancelled. A spokesperson for MSC cruises said: "The whole crew, together with a team of technicians from STX Yards have been working around the clock to solve the electrical problem and an additional technical team has just embarked in the port of Nynamshamn.

"As the work of the electrical team is not yet over, MSC Cruises has taken the precautionary measure of cancelling the next **MSC Opera** cruise which was due to sail out of Southampton today, in order to maintain its high standard of security, quality and comfort. "All affected passengers will be contacted and offered adequate compensation."

**Source : [www.dailyecho.co.uk](http://www.dailyecho.co.uk)**





The tug **FAIRPLAY 24** seen arriving last night with the pilot tender **ZEEMEELUW** in Hoek van Holland  
The pilot tender encountered problems and was towed back to the port assisted by the tender **APOLLO**  
**Photo's : Piet Sinke ©**





The **NEWLEAD COMPASSION** seen in the port of Los Angeles – Photo : Bob Duckson ©

## Fears grow that US unready for larger Panama canal

The United States could get a major trade boost from the soon-to-be-finished expansion of the Panama Canal, but experts worry poor infrastructure means Uncle Sam will miss the boat. From 2014 some of the largest ships in the world will again fit through the 80 kilometer (50-mile) Panama Canal. Vessels carrying around 14,000 containers rather than today's 5,000 will be able to cross the isthmus. Traffic is expected to double through the inter-oceanic waterway, which already handles around five percent of world trade. For people linked via the canal -- most notably consumers in the eastern United States and factory owners in China -- that could spell cheaper goods and lower costs. It could also provide President Barack Obama with a late boost in his effort to double US exports by 2015 and help create jobs. In Florida alone, the authorities believe upgrading the Port of Miami to handle these larger ships could help create 30,000 jobs.

But during a visit to Washington this week the canal's administrator Alberto Aleman Zubieta expressed concern that the United States is not ready. "There is a lot of infrastructure that basically needs to be upgraded," he said, pointing to problems with dock length, port depth and rail and road links. Like much of America's infrastructure, US ports are creaking from years of underinvestment, and many even struggle to handle today's largest "panamax" ship sizes.

"We don't have the channel depths that are required to take the post-panamax vessels," Dave Sanford of the American Association of Port Authorities admitted flatly.

The list of ports that do, he said, "is really short. It's only one port: Norfolk (Virginia)." While Baltimore, New York and Miami may also be ready by 2014, they handle a fraction of US trade and are not on the Gulf Coast, which serves consumers and exporters in the vast center of the country. Perched on the meandering Mississippi, the Port of New Orleans is one of many facilities that has struggled to match infrastructure to its opportunities. It is investing \$650 million on new canal-linked projects, mostly on container terminals, but CEO Gary LaGrange said the port is still not at fighting weight. "We'll be ready, but not as ready as we could be, or should be," he told AFP. Blame for the unpreparedness is being spread far and wide: George Washington, the Army Corp of Engineers and Congress are all in the firing line. Since Washington's time the US army has played a role ensuring waterways are navigable. Even today the Army Corps of Engineers -- with one eye on its own limited budget and resources -- must approve and execute many upgrades. Congress, which is currently focused on cutting US debt, then has to approve funding. That results in significant delays, according to many in the industry. LaGrange said New Orleans already holds much-sought-after permission to dredge its channel to 50 feet (15 meters) -- enough to handle post-panamax ships. But bureaucracy means the project is on the back burner.

"Right now it is everything we can do to get the Corp of Engineers to maintain it at its current 47 foot depth," he said.



Similarly the Port of Beaumont, in Texas is waiting for approval of a \$1.2 billion project to deepen its channel. But even if the project is approved this year, it is likely to take 15 years to complete. "Our system is broken, it's just broken. It needs to be fixed," said John Roby, head of the port's customer services. In the meantime shippers are looking to deeper ports beyond the United States; to Freeport in the Bahamas and Kingston in Jamaica. "Unless we can get more channel capacity they are going to be the primary beneficiaries of an expanded canal," said Sanford of the American Association of Port Authorities. Ultimately that may cost US consumers.

"If you can't take advantage of the economies of scale that the larger vessels offer, said Paul Bingham and economist with Wilbur Smith Associates, "the bottom line is it's going to cost you more." "For the economy that ultimately means that the consumers are going to be worse off." **Source: AFP**



The **DYNAMOGRACHT** seen outbound from Amsterdam bound for Las Palmas – **Photo : Marcel Coster ©**

**MULTRASHIP**  
TOWAGE & SALVAGE



[www.multraship.com](http://www.multraship.com) [info@multraship.com](mailto:info@multraship.com)



ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?  
PLEASE VISIT THE WEBSITE :  
[WWW.MAASMONDMARITIME.COM](http://WWW.MAASMONDMARITIME.COM)  
AND REGISTER FOR FREE !

## Abramovitch's Yatch Named Superyacht Of The Year



The **Eclipse**, an incredible private yacht owned by Russian businessman Roman Abramovitch, has been named the best displacement motor yacht of the year. The superyacht, which measures a recordbreaking 533 feet and cost an estimated \$1 billion to build, took the top award at the World Superyacht Awards in London last week.

The Blohm + Voss-designed vessel has two helicopter pads, 24 guest cabins, two swimming pools, several hot tubs and a disco hall, and requires a crew of 70 to operate. The boat's coolest feature? A swimming pool

that transforms into a dance floor, according to Boat International. Source : Seaneews

See also : [http://www.youtube.com/watch?v=7SgbbP3cw4&feature=player\\_embedded](http://www.youtube.com/watch?v=7SgbbP3cw4&feature=player_embedded)

## NAVY NEWS



Above seen the 150 mtr long ROKS **Choi Young (DDH-981)** eastbound in the Singapore Straits, the 2008 commissioned vessel is a **Chungmugong Yi Sun-sin** class destroyer which was on piracy patrol in the Indian ocean, On January 15, 2011, the Norwegian-owned chemical tanker **Samho Jewelry** was captured by Somali pirates while

en route from the United Arab Emirates to Sri Lanka.[The South Korean operator of the vessel, the Samho Shipping Company, was facing huge losses because it was obligated to continue paying Norwegian investors under its charter even while the vessel was held by pirates. However, the Norwegian government had no military presence in the area at the time. Eight South Koreans were among the 21 crewmembers being held hostage

The South Korean government dispatched the **Choi Young**, under Captain Cho Young-joo, commander of the Cheonghae Anti-piracy Unit. The **Choi Young** pursued the **Samho Jewelry** for nearly a week until the pirates aboard the tanker were fatigued. Several fake attacks were staged to exhaust the pirate crew. When some of the pirates left the ship to attempt another hijacking on a nearby Mongolian vessel, commandos from the Republic of Korea Naval Special Warfare Brigade boarded the **Samho Jewelry** while a Westland Lynx helicopter provided covering fire. Communications jamming was utilized to prevent the pirates from calling for assistance. The tanker was retaken with eight pirates killed and five captured. The captain of the **Samho Jewelry** survived a gunshot wound to the stomach while three navy personnel suffered "light scratches". The rest of the tanker crew were unharmed.

The **Choi Young** escorted the **Samho Jewelry** to the Oman, where they docked at the port of Muscat on January 31. The rescue was called "a perfect military operation" by Lieutenant General Lee Sung-ho of the Joint Chiefs of Staff of the Republic of Korea. The ROKS **Choi Young** was diverted from anti-piracy operations in the waters off of Somalia to evacuate South Korean nationals stranded in Libya. The **Choi Young** successfully evacuated 32 South Korean nationals on March 4th and docked in the Maltese port of Valletta. The **Choi Young** will remain on standby near Libyan waters to support "further evacuation efforts.", above the vessel is seen eastbound in the Singapore straits most probably enroute back home, the destroyer is named after the Korean general Choe Yeong.

## Defence spending cuts put SA's destroyer, submarine projects in the firing line

A FOURTH Air Warfare Destroyer and Collins-class submarine replacement fleet are among defence projects on the chopping block in the wake of Federal Budget cuts. Industry analysts have told The Advertiser that South Australia



faces a "disproportionate hit" from a \$2.7 billion cut to defence spending over four years.

They forecast delays or downsizing of the replacement Collins-class submarine fleet, scheduled to be built at the Osborne Techport facility in Adelaide. Defence Industry and Aerospace Report analyst Andrew McLaughlin predicted the fleet would be cut from a dozen submarines to

between six and eight. Analysts also said a fourth Air Warfare Destroyer ship appeared to be almost completely off the radar.

Mr McLaughlin said the cuts meant the military's Force 2030 targets were now "unachievable" and the industry risked going into "a death spiral". SA Defence Teaming Centre chief executive Chris Burns said the local industry was also "very concerned" about cuts to the Major Capital Investment Program, which are yet to be identified.



The cuts are likely to force companies to shut down or escape to other highly-skilled industries like mining, he said.

Mr Burns warned a short-term industry stall would make it difficult for companies to attract staff needed for expansion if funding returned. SA is home to about 25 per cent of the national defence industry and is highly reliant on construction due to a lack of demand for active personnel support. The sector is worth an estimated \$2 billion annually and supports 28,000 jobs.

"When you've got such a high percentage of the defence industry in this state, any cuts to the defence industry are going to have an impact," Mr Burns said yesterday. "Defence has been doing a savings program already for the last two years that's already impacted on the industry. "This will be just another slice of capability that falls out. The industry here is under pressure and this will just create more pressures. "That may be enough to push some smaller companies out of business or they'll have to go and find another industry to service."

Achieving the goals of the Force 2030 blueprint, a Defence white paper released in 2009, requires an average three per cent spending increase a year for the next decade. Mr McLaughlin said the industry had "ramped up its capability" in expectation of an increase in demand for hardware.

"That's now looking unachievable, so industry suddenly is going to be a little over-manned and over-capitalised," he said. "They're going to start laying off or just not filling new positions. The work will still be there, but there will be less of it."

Australia Defence Association executive director Neil James said the fourth Air Warfare Destroyer project was virtually dead in the water. "In this current financial circumstance it would be pretty unlikely that any government would be likely to make that decision," he said. "The new submarine program is likely to be delayed, unless there's a lot of money up front very soon. Given the nature of Budgets over the next one or two years, it doesn't seem likely."

Defence Minister Stephen Smith has said "big builds" in the white paper can be delivered with increased future spending. "All of those are in their preliminary or planning stages," he said. "It's a very good Budget for Defence because the savings have effectively been provided in operating areas by us having more success in our Strategic Reform Program than we anticipated. **Source : Adelaidenow**

"We have ring-fenced or protected our military operations." SA Opposition defence industries spokesman Martin Hamilton-Smith demanded the State Government commission an independent study into the impact of the cuts on the state economy.

"Labor's false promises on defence projects were made for elections, with no intent to deliver," he said yesterday. "They've wasted taxpayers' money ... and had to take the axe to defence." Defence SA chief executive Andrew Fletcher said the Budget result was "not as good as it could have been" but maintained the industry was healthy.

**Worldwide liquid cargo services 24 hours per day, 365 days per year!**



**MariFlex Pump Services B.V.**

**Professionals in liquid cargo handling**

Kon.Wilhelminahaven zz.22, 3134 KG Vlaardingen. Port no 650.

The Netherlands.  
Telephone (24h) +31(0)10-434 44 45

[www.mariflex.net](http://www.mariflex.net)  
[info@mariflex.net](mailto:info@mariflex.net)

## Keeping Phil Navy afloat

Our Philippine embassy have formally received in behalf of our military the Hamilton-class Weather High Endurance Cutter from the US Coast Guard in official turnover rites held last Friday in Washington. Ambassador Jose Cuisia accepted the delivery of the vessel that was acquired under the US Foreign Military Sales program for the Philippines.

Disarmed of state-of-the-art weapons and modern satellite communications system used by the US Coast Guard, this decommissioned vessel has been retrofitted for the Philippine Navy as part of its modernization program. It will be renamed BRP (that stands for Barko ng Republika ng Pilipinas) Gregorio del Pilar — who was our country's youngest General who was killed in battle ironically during the Philippine-American war.

Now Philippine-flagged, the newly acquired Navy vessel sails to Manila Bay by August this year under the command of Capt. Alberto Cruz along with a crew of 100 Navy men. They were especially selected for the on-the-ship training of the Hamilton Cutter in the US to learn how to run the vessel. The first batch of 23 Navy officers flew to California two

months ago. Capt. Cruz and his men have been training with the US Coast Guard in the Gulf of Mexico and the Caribbean. The second batch, composed of 75 Philippine Navy men, left Manila last Saturday night.

The arrival of the Hamilton Cutter would make Philippine Navy flag-officer-in-command (FOIC) Vice Admiral Alexander Pama the happiest officer of the Armed Forces of the Philippines. Since he was promoted as Navy FOIC last Jan. 4, Pama has been working on his pet project to acquire this kind of multi-role vessel badly needed to meet the demands of the Filipino people from their Philippine Navy.

More than a war vessel, Pama cited the Hamilton Cutter is immediately deployable to far-flung provinces of the country that can be reached only by sea, especially in times of natural calamities and other disasters. Pama cited that the most important feature of this vessel is having a dual diesel and gas turbine engines that give it a top speed of 29 knots, can sail a range of 14,000 miles, and can remain at sea without refueling for 45 days.

A Hamilton-class ship is 378 feet long and displaces 3,250 tons. The vessel can carry helicopters and thus extends the Navy's patrolling capabilities. It will be the largest patrol ship in the Philippine Navy and would boost its ability to patrol the country's exclusive economic zone to as far as the areas around the disputed Spratlys islands in South China Sea. Aside from the Philippines, China, Vietnam, Taiwan lay claim to the many islands, islets, reefs, atolls and shoals in the disputed Spratlys.

Both Manila and Beijing recently exchanged diplomatic protests following the latest incident in the disputed area around Spratlys. Two Chinese patrol boats allegedly harassed a civilian ship of the Philippine oceanographic research vessel anchored at Reed Bank around the mineral-rich Palawan waters.

Hamilton-class ships are generally armed with a rapid-firing three-inch/76mm gun, a 20mm Phalanx and two 25mm Mk38 "Bushmaster" auto-cannons. But after being disarmed of its weaponry by the US Coast Guard, it would obviously carry what the Philippine Navy could afford to install on it.

The Philippine Navy's current flagship and largest war vessel is the **BRP Rajah Humabon** which is 308 feet long. Navy data show out of 53 patrol ships in its inventory, only 26 are literally still afloat. According to Pama, these patrol ships have average age of 36.4 years while the bigger but older vessels of the Navy are 66 years old and above.

Pama earlier disclosed the Philippine Navy would spend as much as P450 million for the fuel, repairs and improvements of the newly acquired vessel, including the training expenses for the officers and crew. If acquired as brand new, a Hamilton Cutter would cost about P5 billion. So, Pama said the Philippine Navy realized savings that it could use for other priority needs in its modernization program. Hopefully, he said, the Philippine Navy could acquire another unit of Hamilton Cutter later on.

The official delivery of the Hamilton Cutter coincidentally came as the American carrier **USS Carl Vinson** arrived last Saturday in the Philippines for a "routine port call" along with escort warships that include the **USS Shiloh**, **USS Bunker Hill** and the **USS Gridley**. The US embassy in Manila announced the four-day goodwill visit of the American warship billed as the ship that buried the remains of slain international terrorist al-Qaeda leader Osama bin Laden.

Rear Admiral Samuel Perez, commander of the Carrier Strike Group on board the **USS Vinson** formally welcomed President Benigno "Noy" Aquino III, US Ambassador Harry Thomas and some Cabinet officials who were all flown on board the **USS Vinson** reportedly anchored somewhere in the South China Sea.

In the presence of around 50 or so Filipino-American sailors who were part of the **USS Vinson** officers and crew, P-Noy reaffirmed the country's commitment to the US as its ally in this part of the world. "We are here today to reiterate our alliance with America!" P-Noy was quoted as saying during a brief program that followed after a guided tour.

Pama could only watch with awe and wishes for the Philippine Navy to have one day a carrier warship like the **USS Vinson**. But the Navy chief conceded to the realities on the ground. If there are resources available, it takes a long period of time, however, if they opt to buy brand new vessels because they must faithfully comply with the procurement processes as prescribed by the country's laws. This is not to mention red tape and what-have-you in the government bidding system.

Pama and incumbent AFP chief of staff Gen. Eduardo Oban Jr. are both graduates of the Philippine Military Academy (PMA) Class 1979. A year younger than his mistah, Pama has mapped out his visions for the Navy that he intends to achieve during his watch. If the Navy modernization program sails on smoothly, Pama could very well get on perhaps to succeed his mistah who retires December this year as AFP chief of staff.

At this stage of the Navy modernization program, Adm. Pama certainly would not want this stalled in rough waters with our lawmakers who are ready to jump into congressional investigations at the slightest hint, or any accusations of irregularity in the AFP. This is how he keeps the Philippine Navy afloat. **Source : PhilStar**



## SHIPYARD NEWS

## Maritime JOBS4U

Search, Select and Find your **maritime** job

- worldwide jobs
- easy & fast
- per work field
- apply any time

www.maritimejobs4u.com



## Bharati Shipyard Q4 up 7%

Company's net income was Rs 346.58 crore during the January-March quarter, a growth of 6.91% as compared to Rs 324.17 crore reported during the same quarter of FY10, it said in a filing to the Bombay Stock Exchange (BSE).

During the quarter, the revenues from ship manufacturing for Bharati Shipyard rose by 25.59% to Rs 440.30 crore vis-a-vis Rs 350.58 crore of FY10, the filing further said, adding that it included subsidy. However, the filing did not provide the details of subsidy.

For the full year 2010-11, the net profit of the company declined by 18.51% to Rs 169.46 crore as compared to the net profit of Rs 207.96 crore it had reported in FY10. During the year, net income of the Bharati Shipyard was Rs 1,368 crore, a rise of 8.15% over the corresponding year's figure of 1,264.81 crore.

The filing also said that the company has an order book of Rs 4,635.08 crore as on March 31, 2011, and of this, Rs 1,009.22 crore are under execution. Besides this, Nirupam Energy Projects, a wholly-owned subsidiary of Bharati Shipyard, had acquired 51% stake in Tebma Shipyard during the last financial year and has announced to launch open offer to acquire an additional 20% stake in Tebma, the filing said.

Bharati, through its subsidiary Nirupam Energy Projects, had acquired the majority stake in Chennai-based Tebma Shipyard for about Rs 75.75 crore late last year. The company scrip today declined by 0.58% to Rs 146.95 a piece on the BSE. **Source : PortNews**

## Keppel to build 4 repeat jackup rigs worth US\$772 million for Standard Drilling

Keppel FELS Limited's (Keppel FELS) returning customer, Oslo-listed S.D. Standard Drilling Plc (Standard Drilling), has ordered four repeat KFELS B Class rigs worth US\$772 million. Successive deliveries of these units are scheduled between 2H2013 and 1H2014. Standard Drilling ordered its first jackup rig from Keppel FELS in November 2010 with two options. In addition, it acquired two jackups under construction as well as two option rigs from Clearwater Capital Partners LLC (Clearwater), another Keppel FELS customer, in a transaction where Clearwater became the largest shareholder of Standard Drilling. Standard Drilling now has a combined fleet of seven KFELS B Class rigs, all being built exclusively at Keppel FELS. The four new orders from Standard Drilling have also brought the total value of contracts secured by Keppel Offshore & Marine for the year-to-date to more than S\$6.4 billion.

Mr Wong Kok Seng, Managing Director of Keppel FELS, said, "With a strong operating track record in various parts of the world, the KFELS B Class has become the industry's benchmark solution and features strongly in the fleets of today's leading offshore drillers. "In a span of less than six months, we have secured new orders for 19 KFELS B Class series rigs, including these latest contracts. In ordering four repeat rigs at once, Standard Drilling has demonstrated its industry foresight, as well as reaffirmed the market's confidence in our proprietary design and quality execution." Mr Rob Petty, Managing Partner of Clearwater Capital Partners and Director of Standard Drilling, said, "We are proud to announce this exciting transaction that combines the Clearwater rigs into Standard Drilling and creates a pure play jackup company with seven KFELS B Class rigs. We have great confidence in Keppel FELS and their ability to deliver these next generation rigs on time and on budget. "Clearwater is committed to Standard Drilling, where the board has come together to form the largest single portfolio of newly built jack up rigs so vital to the burgeoning market demand for new rigs with high specifications. With our fellow Directors and shareholders we are focused on establishing

Standard Drilling as a best in class operator and building a top tier management team to complement the premium assets we are creating at Keppel FELS.

"We see a unique opportunity to grow an Asian centric industrial drilling operator given the high levels of drilling activity in South East Asia, the Middle East and West Africa which continues to anchor and build strong demand for premium jackup rigs. We are committed to furthering the growth of Standard Drilling."

Mr Espen Lundaas, CFO of Standard Drilling, said, "The newbuild activity that we see in today's market is driven by a need for a global fleet renewal, which is expected to increase in the future. As long as there are rigs available in the market, the high-end units will be preferred over the older and second rated ones. "This provides strong impetus for us to fast track fleet expansion, in catering to higher levels of drilling activity in the Middle East, the Mediterranean, South East Asia and West Africa.

"Our view that Keppel FELS is the best shipyard partner for Standard Drilling is reinforced by the fact that they have delivered majority of the KFELS B Class units ordered within budget, and either on time or early." Keppel FELS and its offshore yards have delivered 33 KFELS B Class series rigs for operations in various parts of the world to date. Developed by Keppel's technology arm, Offshore Technology Development, the KFELS B Class jackup is designed to provide maximum uptime with reduced emissions and discharges. For its environmental-friendly features, the KFELS B Class design was bestowed the Prestigious Engineering Achievement Award from Institution of Engineers Singapore in 2009. Readily upgradable to higher performance capabilities, the KFELS B Class rig incorporates Keppel's advanced and fully-automated high capacity rack and pinion elevating system, and Self-Positioning Fixation System. When completed, Standard Drilling's rigs will be able to operate in water depths of 400 feet, drilling depth of 30,000 feet and accommodate 120 men. "We thank Standard Drilling for entrusting Keppel FELS with the construction of its premium fleet of seven KFELS B Class jackup rigs. We seek to entrench this win-win partnership by delivering the rigs to our customer's highest satisfaction," Mr Wong added. The above contracts are not expected to have material impact on the net tangible assets or earnings per share of Keppel Corporation Limited for the current financial year. **Source :**

**PortNews**

## **India to invest USD 46.96 billion on 101 naval ships**

India is to invest USD 46.96 billion as part of moves to boost up its naval forces over the next 20 years adding 101 new warships, ranging from sophisticated destroyers to nuclear submarines, PTI reports. "Going by the investment value, India is expected to build sophisticated destroyers, new generation and new radar vessels, nuclear submarines, and amphibious ships," Naval analyst Bob Nugent and vice president of the United States-based AMI International, said here today.

Speaking at a pre-event press conference for the International Maritime Defence Exhibition and Conference to be held here for May 18 to 20, the international expert said that Indian investments in surface and under sea platforms would be double that of China, which was spending USD 23.99 billion to build 113 war vessels. While, Indian naval programme would be focused on building nuclear submarines, the Chinese thrust would be on building an aircraft carrier. India, he said was looking at building compact hi- speed and hi-tech warships, the analyst said, that Indian shipyards were in the process of completing hi-speed coastal boats to prevent Mumbai type terror attacks from the sea.

He said, that Indian naval shipyards were already operating its full capacity, raising the risk of ship building programmes running short of local yard space. He cited that the first casualty could be India's ambitions to build six French Scorpene submarines, adding that this order could be reduced from six to three due to limited yardspace.

Maritime experts said, that India's expenditure on warship building could account for as much as 27.8 per cent of the total investment in Asia-Pacific. They said, that India and China naval buildup programme would outstrip that of non-NATO and even Russian investments. Other major naval investors in Asia-Pacific would include Australia - USD 14 billion, Indonesia - USD 7 billion, Taiwan - USD 16 billion, Pakistan - USD 2.85 billion and Singapore - USD 1.74 billion.

Backing his confident in the Indian investment on naval ships, he pointed out that India have built and or was in the process of completing 100 coastal boats. Nugent stressed that the high dollar investments for each country showed the high-end naval vessels to be built in the coming years though the number of units might be small. He said the region was already rated as the world's leading investor in the naval vessels, with 340 units, worth USD 69.1 billion, being built or to be completed over the next three years.



## ROUTE, PORTS & SERVICES



# Seamanship

### Whatever the ship. Wherever delivered.

The world's ship delivery pioneer, Redwise, provides a top quality take-over, sailover, hand-over service for every type of vessel, wherever you need it delivered.



[www.redwise.com](http://www.redwise.com) [info@redwise.nl](mailto:info@redwise.nl)



The **SEA WAY STAR** seen in Wilemstad moored at the Parera Scrap Jetty, loading Scrap  
Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

## Damaged ferry to sail May 19-24

A B.C. ferry recently damaged in a dock accident will go into temporary service over the May long weekend to help ease the strain of high holiday traffic volumes. A BC Ferries spokeswoman said that while the **Coastal Celebration** is structurally safe, it will only be able to load cars from one end because its bow door was damaged in the May 5 accident at the Saanich terminal. "We don't expect it to take any additional time, but it will take a few less cars than normal," said Deborah Marshall.

She said extra staff will be on hand to help drivers turn around on the 160-metre-long vessel, which can normally carry 370 cars. A company news release also said vehicles over 2.1 metres (seven feet) tall or 2.7 metres (nine feet) wide and commercial vehicles won't be able to use the **Coastal Celebration** at this time. The vessel will sail from Tsawwassen to Swartz Bay, May 19-24, as part of 80 extra sailings being put on for the long weekend. "All of the long weekends are busy for BC Ferries. We want to make sure we have that capacity, so we're going to sail [the **Coastal Celebration**]," said Marshall. "There's no breach of the hull," Marshall said. "The structural integrity of the ship is perfectly fine. "We're waiting on a replacement part for a new [bow-door] hinge." The new parts are expected to arrive from Europe by May 27 and the ferry should be back in regular service by mid-June, Marshall said. On May 5, the **Coastal Celebration** inexplicably reversed after initially leaving Swartz Bay and hit the dock. BC Ferries said the

accident was likely a mistake by someone on the bridge of the boat. Though vessels are continuously being docked for tune-ups, Marshall said the 35-ship fleet is big enough to shuffle around and continue servicing all regular routes.  
Source : Vancouver Sun

## L'AVENIR READY FOR VINCA GORTHON



Barge **L'Avenir** seen at quay De Grote, Velsen Noord. Preparing for salvage the **Vinca Gorthon**.

Photo's : Geert Woord - Seamar Services b.v.(c)








### TYPE APPROVED MARINE AUTOMATIC TELEPHONE SYSTEM & TALK BACK

#### ALPHACONNECT 48/128

- Affordable easy-to-install 2-wire exchange
- 8-256 internal lines
- Connection to GSM/Satcom and Public Address
- Type approved telephones
- Integrated Talk Back
- Optional Public Address Integration




www.alphatronmarine.com  
alphaconnect@alphatronmarine.com

## Singapore box volumes grow 2.8% Jan - April

The port of Singapore handled just 2.8% more containers in the first months of the year according to preliminary estimates from the local port authority. Total throughput volumes were recorded at 2.45m teu in April, up from 2.32m teu in the same month of 2010, but down marginally from 2.5m teu in March 2011, according to data from the Maritime and Port Authority of Singapore. From January to April, Singapore port moved a total of 9.51m teu, up 2.8% compared to 9.25m teu in the corresponding period of 2010. Homegrown port operator PSA clocked 9.34m teu of throughput for the first four months of this year. Its smaller rival Jurong Port registered 170,000 teu of throughput this year to date. **Source : PortNews**



Above seen the **Norwegian Dawn**, moored in Road Town, Tortola ( British Virgin Islands ).

**Photo : Kees Schotel (c)**

**PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER, YOUR ADDRESS WILL BE "DEACTIVATED" AUTOMATICALLY IF THE MAIL IS BOUNCED BACK TO OUR SERVER**

If this happens to you please send me a mail at [newsclippings@gmail.com](mailto:newsclippings@gmail.com) to reactivate your address again, please do not write this in the guestbook because I am not checking this guest book daily.

## Hamworthy secures Goliat FPSO order

Hamworthy has won a major contract from Hyundai Heavy Industries (HHI) to supply a complete inert gas generator system, as part of the shipbuilder's latest Floating Production Storage and Offloading (FPSO) newbuild contract. The contract calls for delivery of a fully assembled inert gas system (IGS) to the **Goliat FPSO**, to be located in the Barents Sea. HHI has an engineering, procurement and construction contract with ENI Norge, operator of the Goliat field, with an ownership share of 65%. Statoil holds the remaining 35%. The IGS plant is being manufactured and



tested at Hamworthy's site in Moss and will be delivered early in 2012. It will be fitted inside a tailor-made enclosure, ensuring that the system is protected from the harsh Barents Sea environment. "This contract award follows previous successful deliveries to HHI and we are proud to once again be selected as the supplier for such a technically advanced project," said Odd Ivar Lindløv, Hamworthy Moss, Offshore Business Unit Director.

The Goliat order follows Hamworthy's supply of the inert gas system for the **FPSOs Usan** and **Akpo**, to be deployed offshore Nigeria, which were also constructed by HHI. These vessels are two of four, two million barrel storage capacity FPSOs under construction for Total to which Hamworthy is contributing complete inert gas systems. The Goliat FPSO will have a production capacity of around 110,000 barrels of oil per day, gas processing capacity of almost 4 million m3 per day and an oil storage capacity of one million barrels of oil. It has been designed according to the strict environmental requirements demanded by operations in the Barents Sea, to minimise emissions and ensure no discharges during normal operations. Mr Lindløv said the latest contract followed a pattern set by recent orders, drawing on Hamworthy's extensive experience in supplying environmentally friendly, safe and efficient solutions to the offshore exploration and production sector. "As well as FPSOs, these solutions benefit other vessels engaged in every stage of oil field development, from exploration and construction through to production and maintenance, including: seismic vessels, drillships, semi-submersible rigs/jack-up rigs, gas carriers and shuttle tankers." **Source: Hamworthy**



The **MOL CHARISMA** seen ready to receive the pilot at Maaspilot station from the pilot tender **DRACO** yesterday  
**Photo : Piet Sinke (c)**

## UASC's largest container vessel calls at Westports

**UMM Salal**, a 13,000 twenty-foot equivalent unit container vessel owned by the United Arab Shipping Company (UASC), made her maiden call at Westports on May 12, marking a momentous landmark in the history of UASC.

The berthing of UMM Salal at Westports is viewed as yet another great effort to promote government-to-government relations and business-to-business partnership. "We see it as an opportunity for both the Middle East and Malaysia to achieve greater harmony and to further expand commercial prospects," said Westports chief executive officer Ruben Emir Gnanalingam in a statement yesterday. He also assured UASC that Westports would continue to provide its utmost support in its endeavour to be a leading global player. The **UMM Salal**, which sailed into Westports from Yantian, China, is the first in a series of nine A-13 Class container ships ordered by UASC, and is currently being deployed for North Europe trade.

On hand to receive the mega-sized container vessel on Thursday was Port Klang Authority chairman Datuk Dr Teh Kim Po, Westports executive chairman Tan Sri G. Gnanalingam and Lars Christiansen, vice president, UASC, Asia region.

Ruben said Westports was now on an expansion path and had already commenced reclamation work from Container Terminal 6 to 9. As for wharf expansion, he said the port operator had completed almost 70% of works on the first 300m for CT 6. "It is scheduled to be ready in July. We have also ordered eight new cranes which would be delivered between July and November," he said. Ruben said Westports would continue construction of another 900m berth. —

Source : Bernama



The **BIRKA PARADISE** seen moored in Stockholm – Photo : Daniel van der Zwaan – Janszoon Maritiem (c)

## Dublin port wants to infill more of bay area

DUBLIN PORT is considering "options" to infill a significantly larger area of the bay than previously proposed under its latest masterplan to cater for a projected doubling of throughput over the next 30 years. An "issues paper" prepared by Jacobs Engineering also envisages infilling part of the Liffey estuary to provide more berthage as well as relocating the port's cruise liner terminal to North Wall Quay.

It says the sequencing of development "has not yet been decided" and would be influenced by many factors, including cost and the need to minimise impact on port business and the environment. Environmental studies, site investigations, planning approval and other consents – such as a dredging licences and foreshore permission – would all be required, and could take two years.

Two new berths for cruise liners are proposed at the western end of the port, near East Link Bridge, so that ships and their passengers would be closer to the city. This would require dredging to provide a "berthing pocket" for the liners. A new visitor centre of "good architectural quality" is envisaged for North Wall Quay. The options paper also includes a second bridge, or tunnel, to link the north and south quays. A tunnel is favoured as its spoil "could be used in some of the proposed reclamation works within the port".

Dredging of Alexandra Basin is flagged as requiring a licence from the Environmental Protection Agency as "it is known that the basin bed material is heavily contaminated", according to the authors. It is also proposed to build a high-level bridge over East Wall Road linking this area of the port with a proposed car import storage compound and the existing oil storage area, which is being retained.

New rail spurs to serve unitised freight yards are also envisaged as the authors anticipate that transfer of freight to rail "will increase steadily through the 30-year plan". An area of infill, roughly twice the 21 hectares (50 acres) proposed under the port's controversial "Dublin Gateway" scheme, is included in the plan to provide six "ro-ro" (roll-on, roll-off) berths. This would be "much less intrusive" than the scheme turned down by Bord Pleanála as none of the new berths would be located at the eastern end, significantly reducing the impact on wading birds. On the south side of the river, the "lo-lo" terminal used by Marine Terminals Ltd would be retained and its throughput "enhanced" by investing in new

container-handling equipment. A large area of infill to the east of it would require the relocation of two tern colonies to a new site downstream from the port, where a wildlife observation platform is also proposed.

Planning consultants MacCabe Durney Barnes, in their "issues paper", say the port's masterplan "provides an ideal means...to influence future planning policy" by setting out the rationale for its existence. They suggest the State-owned port company should seek to have its expansion "designated as being of over-riding national importance" to overcome issues relating to further infills of the bay.

"The port's location in Dublin Bay raises difficult ecological issues", the planning consultants concede, referring to the impact of conservation designations in the Tolka Estuary under the EU habitats directive. Noting that 24-hour port activity is "not compatible with residential use", they say the port "really has no option but to firmly resist the incursion of residential" into the Pigeon House Road area. The public consultation process continues until May 31st. See [www.dublinport.ie/Masterplan/](http://www.dublinport.ie/Masterplan/) Source : irishTimes





YER komt voor Keppel Verolme graag in contact met een ervaren:

- Engineer
- Planning Coördinator
- Projectmanager

Klik hier voor een overzicht van de vacatures.

Ben jij of ken jij die enthousiaste en geschikte kandidaat?  
Neem dan contact op met onze consultant Maritime & Offshore:  
Thom Kuijpers, 06 - 51 61 36 72/thomkuijpers@yer.nl

YER Rotterdam | 010 - 798 01 00 | Boompjes 40 | 3011 XB Rotterdam | [www.yer.nl](http://www.yer.nl)





The **TOUCHET TIDE** – Photo : Capt. Jelle de Vries (c)



## Re- launch Noordhoek Group finalized

After a turbulent period the Noordhoek Group has finalized and formalized a re-launch of the group. By attracting external capital the company is to proceed to operate at the same location in Zierikzee, while the vast majority of the quality staff will be able to join the company. The investment company Value Enhancement Partners from Amsterdam will obtain a majority share and will be supported by the Noordhoek family and Hanzevast, the owner of the **Noordhoek Pathfinder**. Cees Noordhoek stated: "Because of the new financial structure and the planned reinforcement of the management, future development will be looked upon with great confidence and the company will be able to extend their specialist knowledge in the area of Diving, Subsea IRM, Survey and Subsea Equipment". All major activities, including various recently awarded projects, are continued unaffected. At this moment the Noordhoek Group is immediately involved in a variety of projects, among which the construction of the second "Coen Tunnel", IRM and Survey projects at the North Sea and the Mediterranean.

## Construction of the 2e Maasvlakte in Rotterdam



See also : [http://www.dredgemovies.com/special\\_4.html](http://www.dredgemovies.com/special_4.html)

## Industrial unrest rocks Australian ports

Australia's deteriorating industrial situation in the port sector is worrying the country's shipping bosses. Shipping Australia's chief executive Llew Russell has warned that strikes at container terminals are the last thing the maritime industry needs.

Speaking at a time when strike action at Patrick container terminals in Sydney, Melbourne, Brisbane and Fremantle was expected to affect the movement of about 18,000 containers, Mr Russell said the disruption would hurt trade.

"Strikes couldn't come at a worse time with Japan affected by natural disasters and the high Australian dollar which also impacts on trade. It's disappointing because we don't see that they have exhausted the negotiation process. We certainly would hope strikes could be avoided," he said. The strike action follows the failure of the Maritime Union of Australia and stevedoring company Patrick to agree on new contract terms for waterfront workers.

The MUA accused Patrick of refusing to meet union representatives, preferring to use the Fair Work Australia conciliation process instead of meeting with workforce representatives to work through its ports agreement.

In response, Patrick said the MUA had rejected the company's offer of 4%-4.5% pay rises in exchange for productivity improvements. **Source: Port Strategy**



## 2 BSC ships chartered to SKS for \$1000 per day

The Sena Kalyan Sangstha (SKS) has chartered two BSC break bulk ships for sailing from next month (June) on bare boat chartering following repair works of more than one year and a half. Authorities said repair works of **MV Banglar Urmi** are completed and that of **Banglar Gourab** may end within weeks. Both the ships owned by state-owned Bangladesh Shipping Corporation (BSC) were left out of operation for repair in the dock for about 20 months. Chairman of Sena Kalyan Sangstha Major General Abu Helal Md Rafiul Huq and MD of the SKS Brigadier General Arif Ahmed inspected the sea-worthiness of the ships at River Mooring 10 of Chittagong Port and expressed satisfaction over their pre-sailing condition. Managing Director of BSC Commodore Maqsumul Quader and senior officers of the SKS and the BSC were present on the occasion.

Concerned sources said that as per agreement the SKS will pay US\$ 1000 per day for both the ships on the bare boat chartering basis excluding all fixed operational costs and wages of the crews and officers of the ship. An MoU in this regard was signed by the concerned authorities on December 5, 2010. BSC initially decided to dispose of the two vessels but changed the decision following negotiation with the SKS for chartering. Sources said the two bare ships will be handed over to the SKS through a ceremony in the middle of next month. **MV Banglar Urmi** of 15552 dead weight tonnage (DWT) built in 1982 was procured by the BSC from France and registered as Bangladesh flag vessel in the year 1988 and **MV Banglar Gourab** of 13900 DWT built in 1983 was procured from Spain and registered in the same year. **Source: The Financial Express**

## OLDIE – FROM THE SHOEBOX



Watch keeping at sea – it was a watch in the English Channel on board the Dutch coaster **TRANSIT**, underway from Bristol to Dordrecht with a full load of gas-coke. The weather was fine on 27 June 1970 1200 hrs, heading 080°, speed 9,5 knots, wind ESE 2. The position was between Lizard Point and Start Point, 8 miles south of Eddystone Rock. The day before we left Bristol Docks, heading for Land's End and passed Land's End in the early morning 27th at 5 o'clock. In the wheelhouse came from outside the smells of the galley together with the rythems of the exhaustnoise outside. I enjoyed that times. It was in the early years of my career at sea. Mv **TRANSIT** was built in 1956 as **HARINGVLIET**. Photo : Capt. Frank Haalmeijer ©

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

## UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US) (English version) or visit the subscription page on our website.

Om uit te schrijven klik [hier](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL) (Nederlands) of bezoek de inschrijvingspagina op onze website.

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





The Harlingen KNRM Lifeboat **WIECHER EN JAP VISSER-POLITIEK** seen entering the trailer of the Paal 8 lifeboat at Terschelling as exercise as normally the boat is stored in a davit in the port of Harlingen  
**Photo : Jan de Koning (c)**