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Fireworks display at Valletta Cruise Port to celebrate the birthday of TUI Cruises' Mein Schiff 1. Valletta Cruise Port is the ship's Mediterranean port of departure for the 2011 season. From May to November 2011, the seven and fourteen day cruises will begin and finish in Valletta. On its butterfly cruise schedule, the Mein

Schiff will be calling both the West and East Mediterranean with a variety of ports on its itineraries. Ship agents for Mein Schiff 1 are SMS International Shore Operations.

Photo's : Johann Cardona Schranz.

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Wageborg's **WATERSTRAAT** and **WATERGEUS** seen leaving Rostock with a ship section bound for Papenburg
Photo : [Wagenborg Sleepdienst](#) ©

Port of Rotterdam Authority presents development strategy

The port of Rotterdam will grow in the coming 20 years and, at the same time, experience a number of structural changes, the Port Authority press release said. "The refining and chemical industry are on the threshold of a transition to more bio-based production, energy will be generated more cleanly in 2030 and from a wider variety of sources, and the container will become increasingly important in transport", according to Port Authority CEO, Hans Smits. "In order

to be able to handle these containers problem-free, transport must become more efficient and a network of logistic hubs will have to be developed both at home and abroad. Our ambition is for the port to be the global leader in 2030 when it comes to efficiency and sustainability."

The Port Authority bases these statements on a study into the long-term development of the port and industrial complex. Smits envisages a healthy future for both the logistics and industrial side of the port. "These two reinforce one another. In our view, the port will be a combination of what we call a Global Hub and Europe's Industrial Cluster in 2030. The Global Hub stands for the hub for goods within Europe and between Europe and other continents. This involves types of cargo already present in Rotterdam, such as containers and oil products, but also new ones like LNG, biomass and CO₂. The port of Rotterdam can strengthen its position as the most important European hub for goods if it uses the opportunities well and, most importantly, if we and the logistics sector manage to organise transport more cleverly and efficiently." That mainly concerns the development of the container sector, in which the volumes will at least double in the coming twenty years, and perhaps even triple.



The **FLINTERCAPE** seen outbound from Rotterdam passing Hoek van Holland – Photo : Piet Sinke ©

In the oil and chemical sector, it is not the other ports of Northwest Europe that form the competition, but production locations in Houston, Singapore and increasingly often in the Middle and Far East. "If we want to make sure that Rotterdam also has a vital petrochemical cluster in 2030, we must ensure that the industry here can compete at that global level. That calls for an increase in efficiency and that, in turn, necessitates strong links between companies in Rotterdam and Antwerp. Industry in the region can then function as one integrated complex. Transition to more bio-based production is needed so that we can prepare ourselves for the post-crude oil era."

The port will also have an important role to play in ensuring the availability of energy. Whilst 15% of Dutch electricity is currently generated in Rotterdam, that will be 25% in 2030. Smits: "But that must be done more sustainably, therefore with carbon capture and storage, and also on the basis of biomass and LNG. In this way, the port serves as an axis in energy security for the Netherlands and Northwest Europe." An emphatic aim of the vision is the sustainable development of the port. Take, for instance, the aim to make sure that supply chains which pass through Rotterdam are the most efficient in the world and, partly as a result of this, have the lowest ecological footprint per tonne kilometre. In the coming decades, industry will experience a transition to increased production of second-generation biofuels and the development of a bio-based chemical industry. This will involve the application of algae and enzyme technology, among other things. Energy production will become less dependent on fossil fuels due to the use of biomass, wind and solar energy. Coal will still be needed for energy security, but climate change will be countered through the capture of carbon at power stations. Hans Smits: "Growth is the best stimulus for development and innovation. That's why I am convinced that a transition to a more sustainable port and growth go hand in hand."

Naturally, port development is taking place within the boundaries of the law and the regulations. On top of this, the Draft Port Vision states that the main causes of annoyance for people in the surrounding area must be tackled.

In the Draft Port Vision, the Port Authority explains that, on the basis of the current forecasts, it will not need a Maasvlakte 3 in 2030, despite the increase in economic activity. The port must then be cleaner, quieter and safer. Through pro-active, dynamic traffic management and the construction of the Blankenburg Tunnel and the A4-Zuid in particular, traffic jams could be seriously reduced. Shipping traffic will proceed more efficiently. The port will provide (both directly and indirectly) around 25,000 more jobs than now, on average calling for a higher level of training. And the international business sector will invest some € 25 to € 35 billion in the area during the next twenty years. But that will not all happen as a matter of course. Hans Smits is particularly concerned, considering the (global) competition, about the organisational capability and the speed at which the Netherlands can respond to opportunities and threats: "Innovation is sorely needed, both the large-scale application of new technologies and the smarter and more vigorous organisation of decision making. There is also a dire need for modification and a serious simplification of the rules. The speed with which we in this country achieve things must increase dramatically." In order to monitor achievement, the Draft Port Vision has an implementation agenda, the progress of which will be reported annually.

The biggest bottleneck for realizing the Port Vision is, according to Hans Smits, the accessibility of the region: "I refuse to accept that we won't be able to prevent traffic congestion in ten years. First of all, we must make better use of the road network by applying traffic management. To this end, the Traffic Management Company for the A15 motorway must be given much more of a say when it comes to regulating traffic. Secondly, the State must re-prioritise and free up money for projects such as the Blankenburg Tunnel and the A4-Zuid. Thirdly, I suggest that we introduce road pricing in this region. That is used all over the world as a good way of reducing road traffic and distributing it better throughout the day."

The port van Rotterdam is of great importance for the Netherlands. The current economic importance can be expressed in (in)direct added value of € 22.2 billion (3.3% of GNP) and (in)direct employment for 145,000 persons. In addition, there is a strategic value, which consists primarily of the contribution to international accessibility and consequently the strengthening of the Netherlands as a trading nation. The internationally prominent companies in the port make high demands on their suppliers. As a result, companies outside the port also have access to these top-quality services. In 2010, 430 million tonnes of cargo were handled in the port. In the Draft Port Vision, the Port Authority anticipates throughput of between 675 and 750 million tonnes in 2030 and an increase in (indirect) employment of some 25,000 jobs.

The Port of Rotterdam Authority wrote the Draft Port Vision 2030. The municipality of Rotterdam shared in the thought process and cooperated fully. Various ministries and Deltalinqs also contributed ideas. There were discussions with knowledge institutes such as the Netherlands Bureau for Economic Policy Analysis (CPB), a large number of companies in the port, users of the port, the Environmental Protection Agency Rijnmond (DCMR) and a number of nature and environmental organisations. Finally, during a series of meetings, discussions were held about the future of the port with residents from surrounding municipalities. The version being presented now is a draft. In the period between the end of May – beginning of July 2011, the Port Authority will be organising a broad-based discussion with clients, authorities and social organisations on the Port Compass, with the aim of streamlining the vision. The idea is for Rotterdam municipal council to adopt the Port Vision 2030 at the end of 2011.



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Hoylake Lifeboat Museum welcomes its first exhibit



MORE than a decade of work from volunteers paid off this week as Hoylake Lifeboat Museum welcomed its first exhibit. The museum, which is currently being developed at the old lifeboat station, is now home to 110-year-old "**Chapman**."

And businessman John Parr, who has led the project, said it was an "emotional day for everyone involved." He first had the idea to open the museum 13 years ago when he discovered **Chapman** in dereliction on the shores of Ribble.

The idea was strongly supported at a public meeting and since then John has spent time restoring **Chapman** and 1970's lifeboat "**Thomas Corbett**." Both boats are listed on the National Register of Historic Vessels.

John said: "Ever since the beginning of this project, people have rallied round and all chipped in. Today is a huge step for all of us and it is fantastic that we can bring a local boat home – it is a great opportunity. "**Chapman** was a real mess and was virtually derelict when we found her and she even had a tree growing inside. I couldn't leave her there so it set the wheels in motion to open the museum.

"The people of Hoylake have really got behind us and they finally have somewhere to celebrate these beautiful lifeboats." The museum project was recently awarded a £30,000 grant from the Government's new coastal town fund Source : Wirralglobe

Voor de Nederlandse Lezers

Hebben jullie deze al gezien? Een kleine 2 weken geleden opgenomen.....

http://www.youtube.com/watch?v=1MX4_ozmDWk&feature=youtube_gdata_player

Rotturdamser kan het niet met een boot van Kooren!! Kijk hem eens glimmen!

Second hand vessel acquisitions continue strong

Shipbroker reports are indicating a strong activity in second hand vessel acquisitions. According to Shiptrade Services, a total of 38 vessels of all types and sizes were reportedly sold. This despite the slow momentum of the dry bulk market, which has been plagued by oversupply issues.

"The following are some indicative sales that have attracted attention. M/V "**F.D Cris De Angelis**" (About 74.400 DWT built 2007 Hudong CHN) has been reported sold to Undisclosed buyers for USD 31 mill and M/V "**Corona**" (About 73.600 DWT built 2007 Jiangnan CHN) sold to Diana Shipping for USD 30 mill. It seems that Panamaxers continue to be of interest for the Buyers. M/V "**Lady**" (About 41.000 DWT built 1985 Oshima JPN) was reported sold

for USD 7.55 mill to undisclosed buyers, which is about 0.5 mill higher than the sale of the slightly larger M/V **"Century Ace"** (About 42,600 DWT 1985 built Mitsui JPN) for USD 6,8-7 mill one month ago. Purchase enquiries have shown an increase for Dry cargo vessels of all sizes, while in the wet sector MR's and Aframaxes kept the interest firm, followed by VLCC's and LR1 tankers" said the shipbroker. In a earlier separate report, Golden Destiny said that the previous week had ended with 46 sales (including the demolition market). "Strong activity has been witnessed in the gas segment for this week, while modern container sales including time charter agreements have attracted strong buying interest. In the tanker segment, an enbloc resale of two VLCCS of 320,000 dwt at region \$100 mil each have grasped the headlines of the week, while in the bulk carrier segment the activity is quite soft with asset prices still not reflecting the current status of the freight market. Overall, 46 vessels reported to have changed hands this week at a total invested capital in the region of US\$ 612.25 million. In terms of the reported number of transactions, the S&P activity has been marked with a remarkable 43% positive w-o-w change, while is up by 109% comparable with previous year's weekly S&P activity when 22 vessels induced buyers' interest with bulk carriers grasping the lion's share, 63% share and tankers only 27% of the total volume of S&P activity. In the recent week, tankers, including gas carriers have attracted investors' appetite grasping 54% share of the total business. In terms of invested capital, the most overweight sector for this week appears to be the tanker segment (including gas carriers) at a total invested capital more than \$300 mil" said the shipbroker's report.



The **F.D. CRIS DE ANGELIS** seen passing the Singapore Straits in October 2010 – Photo : Piet Sinke ©

In the demolition market, the week closed with some positive news for the buyers in Chittagong to import units and stock their yards as two months extension has been granted amid fears for a possible market shutdown. Scrap prices are still holding solid with India offering the best levels and Bangladesh standing one step behind to narrow the price gap. Pakistan and China are in a constant battle, but their levels are lagging behind and with the two months extension in Bangladesh it seems harder to outpace their rivals in terms of price levels and scrapping tonnage. Demo countries are offering \$500-\$510/ldt for dry and \$520-\$540/ldt for wet cargo, while the oncoming monsoon period may ease traditionally the soaring prices offered. Hungry appetite for large size units persists with capesize tonnage being on the forefront and very large crude carriers being on the demolition scene. Abysmal freight rates for very large units either in the dry or wet market have enlarged even more the scrapping momentum.

The week ended with 18 vessels reported to have been headed to the scrap yards of total deadweight 1,372,536 tons. In terms of the reported number of transactions, the demolition activity is standing at the similar levels of last week with ongoing strong scrapping interest in VLCCS and capesize bulk carriers. Demolition activity in the bulk carrier segment is up by 300% from at similar week in 2010 when only 2 had been reported for scrap. In terms of scrap rates, the highest scrap rate has been achieved this week in the tanker sector for a VLCC tanker of 264,892 dwt **"FALKONERA"** at 33,334 /ldt for \$540/ldt Bangladesh /Pakistan range. In terms of volume of transactions, India is still on the frontline by attracting this week 50% of the total demolition activity. At a similar week in 2010, demolition activity was down by 22%, in terms of the reported number of transactions with 14 vessels to had been reported for scrap of total deadweight 237 mil tons. China was the key player by paying \$400/ldt for dry and \$425/ldt for wet cargo and Bangladesh was offering just \$375/ldt for securing dry and \$410/ldt for wet cargo. Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



Heerema's **HERMOD** left the Drydock after receiving a fresh coat of paint – Photo : Mike Sattler ©

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REALIZING THE INCONCEIVABLE

NATO Warplanes Attack Libyan Ships in 3 Ports

NATO warplanes attacked eight Libyan ships on Thursday night in three coastal locations, including the port of Tripoli, expanding the air campaign against what allied officials said was an increasing seaborne threat from Col. Muammar el-Qaddafi's forces. On Monday, allied warships thwarted an effort by Qaddafi loyalists to use small inflatable boats packed with high explosives to threaten ships carrying relief supplies to the contested port city of Misurata, 130 miles east of Tripoli, the capital. That episode was the third time in recent weeks in which NATO forces had confronted pro-government maritime forces off the Libyan coast, after intercepting boats laying mines in Misurata's harbor on April 29 and defeating an attack by small boats on the port last week. The allied attacks late Thursday against Libyan vessels in the ports of Tripoli, Al Khums and Surt were the first time in the two-month-old air campaign that the alliance had carried out planned airstrikes against Libyan ships, military officials said. NATO warplanes have previously returned fire at Libya ships that shot at them.

"All NATO's targets are military in nature and are directly linked to the Qaddafi regime's systematic attacks on the Libyan people," Rear Adm. Russell Harding, the deputy commander of the NATO mission, said in a statement. "Given the escalating use of naval assets, NATO had no choice but to take decisive action to protect the civilian population of Libya and NATO forces at sea."

Admiral Harding said that the eight vessels attacked were all "naval warships with no civilian utility." Allied officials here in Naples at the alliance's southern headquarters said there were no indications that civilians were aboard any of the vessels that were attacked. The airstrikes came as the alliance has tried to increase pressure on Colonel Qaddafi and loyalist troops by stepping up attacks against "command and control" centers in and around Tripoli that allied officials say allow the Libyan leader to direct his forces. So far, however, Colonel Qaddafi has remained defiant. Allied officials said, in particular, that the episode last Monday underscored the need to take action against the seaborne threat. That morning, NATO sent warships and helicopters after detecting two rigid-hull inflatable boats that appeared to have come from around Zliten and were headed toward Misurata on the western coast, allied officials said.



A fire aboard a boat in the port of Tripoli that was hit by NATO airstrikes on Thursday. Photo : Multimedia

As the allied forces approached, one of the small boats escaped at high speed back toward Zliten, abandoning the second vessel. A bomb disposal team found about one ton of explosives and two human mannequins inside the abandoned boat. The allied warships used small-arms fire to destroy the explosives. Qaddafi loyalists fighting a rebel army in Misurata retreated last week, losing control of the city's airport. The shift in tactics by the Qaddafi forces to use ships to threaten civilians and civilian aid coincides with rebel gains in Misurata, alliance officials said. A total of 21 NATO ships are patrolling the Mediterranean as part of an arms embargo against Libya. **Source : NY Times**

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May 13th the new 98.5 mtr Taiwanese coast guard ship "**Tainan**" (**CG-126**) was clashed with cargo ship "Yang-Ming" ?? ,two Coast Guard members were injured , now have made the ship into maintenance, and to investigate the cause of the incident.

The **CG 126 TAINAN**, an 2000 tons patrol vessel was recently delivered by the Jong Shyn shipyard in Kaohsiung and is powered by 2 x MTU 20V1163TB 93 engines with an output of 7400 kW each by 1350 rpm

MAERSK DABOU COLLIDED WITH WHARF



The 2005 built 41,359 grt **MAERSK DABOU** suffered engine failure while berthing at the Port Chalmers container terminal. The vessel was turning in the swing basin when the engines failed causing it to collide with Beach Street wharf, leaving a hole of approx 5 x 2 mtr in the side as can be seen below.

Photo's : Ross Walker (c)

2 boats collide in the Gulf of Mexico

3 missing - 11 crew rescued from water, two others swim to safety

The Coast Guard said Thursday it may put divers into the Mississippi Sound to search for three people missing after two boats collided in the Gulf of Mexico off the Mississippi coast. Capt. Don Rose with the U.S. Coast Guard and state Department of Marine Resources chief of law enforcement Walter Chatagner said six divers were on their way to the scene of the sinking of the fishing vessel **Sandy Point** to help with search and rescue efforts.

The three missing men were aboard the **Sand Point** and were among 16 who went overboard when a container ship and the fishing vessel collided Wednesday night near Ship Island. The 163-foot **Sandy Point** sank in about 25 feet of murky water after colliding with the 660-foot container vessel, the **Eurus London**, about eight miles south of Gulfport between Cat and Ship islands shortly before 9 p.m.

A pilot boat safely recovered 11 people from the water and transferred them to the fishing vessel Frosty Morn. Two additional crewmembers of the **Sandy Point** made it on their own to the Eurus London, the Coast Guard said. Coast Guard rescue vessels and helicopters from New Orleans, Gulfport and Mobile, Ala., were participating in the search.

Coast Guard Lieutenant Israel Parker told msnbc.com early Wednesday that "there is hope" the missing people would be found. He said tugs boats were used to tow the Eurys London away, but he was unsure where it had been taken.

Parker said it was "fully dark" but no fog at the time of the crash. The **Sandy Point** was owned by Omega Protein Inc. and its home port was Most Point, Miss. Omega Protein operates a processing facility in Moss Point and its ships fish for menhaden, also called pogey, in the Gulf.

"We will be able to talk about the plans to put divers down, potentially, if we need to. Maybe salvage the vessel ... get a better idea of how to deal with the sunken fishing vessel, which is now very near the ship channel. We also have a bit of a pollution with a lot of diesel fuel on scene, and a lot of debris and nets that are in the channel," he said., " Rose said at a media briefing at the Coast Guard station in Gulfport.

Officials said Oil Recovery Company, Inc. out of Mobile has been dispatched a vessel to the scene, and will be deploying yellow boom around the scene to contain and collect any oil in the water. The **Eurus London** was carrying cargo for Chiquita. A spokesman for the banana company, Andrew Ciafardini, said in a statement, "Our first concern is the three individuals that remain missing and we stand ready to assist the Coast Guard in any way. The Eurys London is a time-chartered vessel owned and operated by third parties. While the Eurys London was carrying cargo for Chiquita, it was not operated by the company. We are fully cooperating with the authorities regarding the investigation. The ship was en route to Freeport, Texas." **Source : msnbc**

NAVY NEWS

Four Navy men killed in Vizag as docking gate collapses



Rajesh, 30, who died at the hospital.

Four Naval personnel, including two officers, were killed when the docking gate collapsed in the ship building centre inside the Naval Dockyard on Wednesday morning.

The docking gates are meant to intake sea water into the dry dock. "The victims were sitting on the gate and supervising the operation when the accident occurred, resulting in the death of three Navy personnel and severe injuries to a sailor who succumbed to them later at the hospital," according to Commander T.L.P. Babu, official spokesman of the Navy.

The names of the victims are Commander Aswani Kumar, 47, Lt. Commander Ranbheer Ranjan, 30, Master Chief (Ship Wright) Madhu Babu, 31, and Chief Ship Wright

There are two docks in the Matsya Dock. In the first one, there was a ship and a nuclear submarine was under construction in the other. The tragedy occurred when a new gate was being tested around 9.30 a.m. The officials and staff were sitting on the huge gate, which was around 6-foot wide and 30 metres high. The welding gave way all of a sudden and the gate broke into two pieces. The gate that collapsed was a partition gate in the Matsya Dock meant to accommodate more than one ship at a time. The gate was co-designed by the Indian Navy and the Indian Register of Shipping (IRS) and offloaded to a contractor for construction.

It is learnt that the first trial was conducted a few days ago at 7m depth when leaks were noticed. The second test was being conducted on Wednesday at 10m depth when the gate collapsed unable to withstand the water pressure. Reliable sources in dockyard say that it could be a design fault rather than a construction failure, as the IRS had inspected the process at various stages. The Naval Dockyard was started as a Boat Repair Shop in the 1940s when crafts of the East Coast used to provide logistics support to the British Army operating in Burma. It was upgraded into a Base Repair Organisation in the late 1950s and subsequently into the Naval Dockyard, which today is one of the most technologically advanced ship repair yards in the country. **Source : The Hindu**

NEW VESSEL FOR PHILIPPINE COAST GUARD



Philippine Ambassador to the United States Jose L. Cuisia Jr. formally accepted the transfer May 13th of a Hamilton class Cutter during formal ceremonies held in Alameda, California. Ambassador Cuisia was accompanied at the ceremony by Consul General Marciano A. Paynor Jr., Captain Antonio A. Habulan of the Philippine Embassy in Washington DC, and Colonel Edwin Erni of the Philippine National Police Office in San Francisco. Vice Admiral Manson Brown, Commander of the U.S. Coast Guard Pacific Area and Defense Force West, signed the transfer documents for the U.S. government.



In his remarks during the transfer ceremony, Ambassador Cuisia noted that the success of the project is an indication of the robust Philippine-U.S. partnership and serves as an expression of the U.S.' commitment to help the Philippines protect its maritime domain.

The cutter will officially become the **BRP Gregorio del Pilar**, with Captain Alberto Cruz at the helm. He is part of a group of eight officers and thirteen enlisted personnel from the Philippine Navy, who are currently undergoing training with the U.S. Coast Guard.

The U.S. Coast Guard is an important component in Philippine-U.S. defense and security cooperation. The Philippine Navy has acquired other vessels from the U.S. Coast Guard in the past, including two 82-foot patrol boats, the **USCG Point Evans** and **USCG Point Doran**, whose transfers were effected in December 1999 and March 2001, respectively. Moreover, the U.S. international cadet program benefits students from the Philippines who train and interact with other students at the U.S. Coast Guard Academy located in New London, Connecticut.

General Dynamics Awarded \$34 Million for Development of Advanced Submarine Technologies

General Dynamics Electric Boat has been awarded a \$33.5 million contract modification by the U.S. Navy to develop advanced submarine technologies for current and future undersea platforms. Electric Boat is a wholly owned subsidiary of General Dynamics.

Under the terms of the modification, Electric Boat will perform advanced submarine research and development studies in support of a wide range of technology areas including manufacturability, maintainability, survivability, hydrodynamics, acoustics and materials. Electric Boat also will conduct research and development work in additional areas including manning, hull integrity, performance, ship control, logistics, weapons handling and safety. Additionally, the contract supports near-term Virginia-class technology insertion, identification of Ohio-class replacement technology options, future submarine concepts and core technologies.

Initially awarded in November 2010, the contract being modified has a total potential value of \$711.4 million over a total of five years if all options are exercised and funded.

This work will engage Electric Boat's engineering and design organization, which comprises more than 3,000 employees. Possessing proven technical capabilities, these employees work on all facets of the submarine lifecycle from concept formulation and design through construction, maintenance and modernization, and eventually to inactivation and disposal. **Source : General Dynamics Electric Boat**



The Los Angeles-class, fast attack submarine **USS Hampton** moors alongside the submarine tender **USS Frank Cable** in Hong Kong waters May 17, 2011. The submarine arrived in Hong Kong May 15 for a port visit as part of its deployment to the Western Pacific. This is the first port visit in three years conducted by a U.S. submarine in Hong Kong.

U.K. Moves Forward on New Nuke Subs

The United Kingdom has approved the design for a new fleet of ballistic missile submarines, despite continued political opposition to moving forward with the expensive plan to modernize the nation's nuclear deterrent, Agence France-Presse reported on Wednesday.

The existing plan calls for replacement of all four Vanguard-class submarines as they head into retirement in the 2020s. It would ensure there is no time when the United Kingdom does not have an operational nuclear force, Defense Secretary Liam Fox said on Wednesday.

"We have approved the 'initial gate' investment and selected a submarine design ... that will allow our submarines to deliver our nuclear deterrent capability well into the 2060s if required," he said in remarks to British lawmakers. He

reaffirmed, though, the final decision on whether to build the four new ballistic missile submarines would not happen until the next parliamentary election has passed. That decision is expected to take place in 2016. The Conservative-led coalition government and the opposition Labor Party both favor implementing the full modernization plan while the junior coalition partners, the Liberal Democrats, are opposed.

The plan has been estimated to cost more than \$30 billion, but official government documents, obtained and released by British antinuclear activists, indicate that total spending could be closer to \$42 billion due to a decision to procure nuclear reactors that are more safe and sophisticated but also more expensive. Conservative Party member Fox emphasized he backs modernizing the nation's sea-based deterrent as "the ultimate guarantee of our national security." "No state currently has both the intent and capability to threaten the independence or integrity of the United Kingdom. But we cannot dismiss the possibility that a major direct nuclear threat to the United Kingdom might re-emerge," the defense chief said.

He projected the price tag of the four new submarines would be between \$32 billion and \$40 billion, AFP reported. In a compromise with the Liberal Democrats, Fox said the government would carry out a new analysis of other options to the full-scope modernization plan, the Press Association reported. "The coalition agreement reflected both parties' commitments to a minimum credible nuclear deterrent, but also the desire for the Liberal Democrats to make the case for alternatives," Fox said. "To assist the Liberal Democrats in making their case for alternatives I am also announcing today the initiation of a study to review the costs, feasibility and credibility of alternative systems and postures."

Armed Forces Minister Nick Harvey, a Liberal Democrat, would oversee the analysis by the Cabinet Office, Fox said. Some observers have said the United Kingdom might not need to replace all four Trident submarines or could seek a different delivery method. Fox disagreed: "If we want to see a minimum credible nuclear deterrent for the United Kingdom, the system that will be provided by the replacement Trident system is the best and in fact the only credible one."

The defense secretary said some \$4.8 billion had been allocated for furthering the project ahead of the final decision. The environmental organization Greenpeace asserted that the government's approval of initial contracts for procuring submarine parts threw doubts on Liberal Democrat claims that a final decision had been put off until the next parliamentary elections had passed. "[Deputy Prime Minister and Liberal Democrat leader] Nick Clegg said there would be no replacement of the Trident nuclear submarines in this parliament but today his government committed billions of pounds to doing just that," Greenpeace disarmament campaign head Louise Edge said. "If he's not to break his promise, Nick Clegg needs to step in and stop taxpayer money being spent on Trident replacement by the back door," Edge said. More than \$1.4 billion has been spent to date developing the Trident modernization plan, the London Guardian reported [Source : Global Security](#)

Navy's morale-boosting story torpedoed as fairytale of dodgy sub Dechaineux

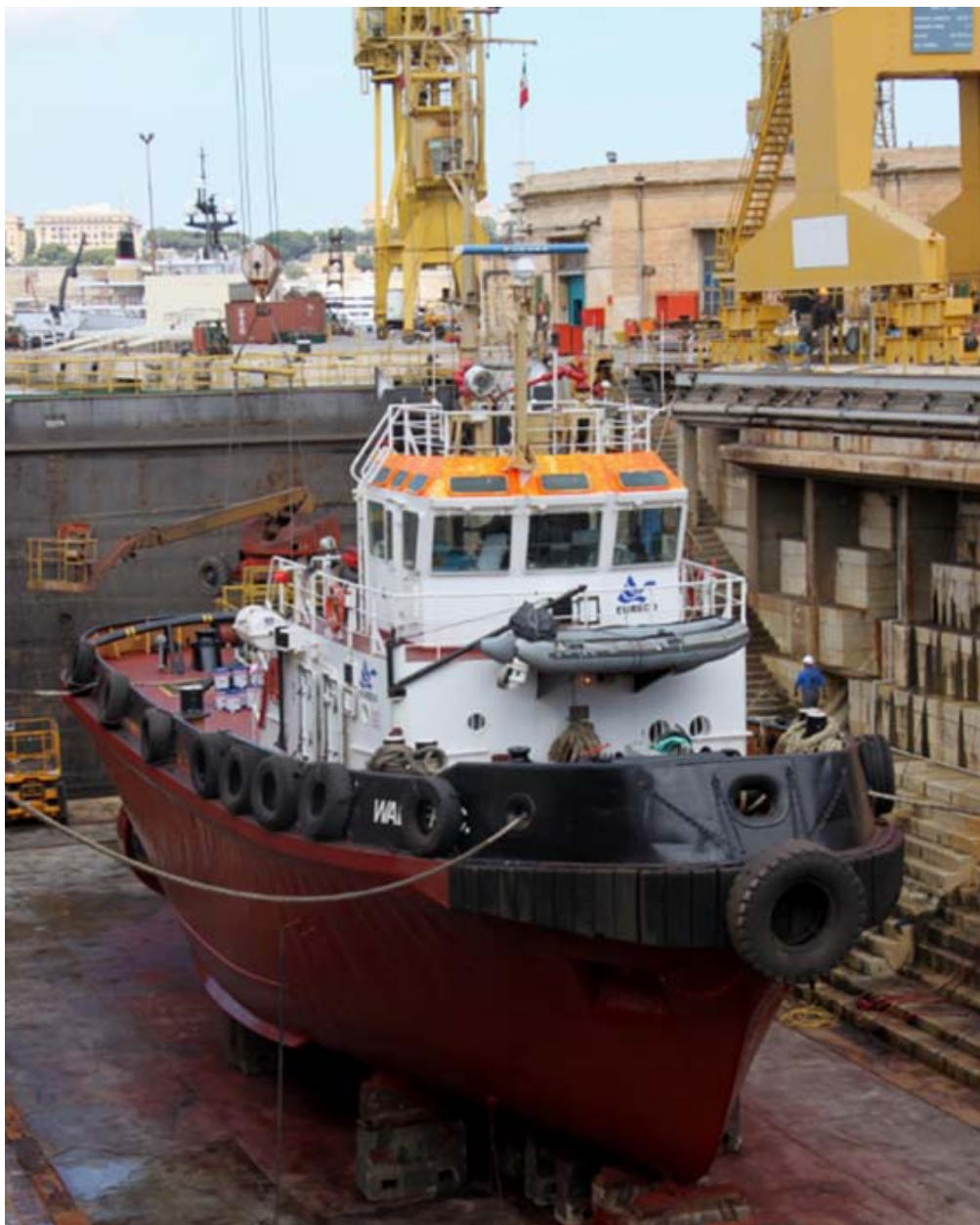
THE Royal Australian Navy set out to boost morale with a report of its daring exploits on the high seas - the problem was that the account turned out to be fiction. The bungle might not have been immediately obvious to the 14,000 navy personnel who opened the latest edition of Navy News to be greeted by a gripping account of war games involving the Collins-class submarine [HMAS Dechaineux](#).

The only problem with the stirring account under the headline "Allies 'Hunt' For [Dechaineux](#)" was that it never happened. The article began: "Like a scene from the film The Hunt for Red October, HMA Ships [Ballarat](#) and [Parramatta](#) have been gliding through the waters of the South China Sea in search of an 'enemy' submarine. "[Ballarat](#) and [Parramatta](#) are the ears and eyes of a coalition maritime task group that has been stalked by HMAS [Dechaineux](#). "The free-play phase provided [Ballarat](#) and [Parramatta](#) with the chance to exercise their anti-submarine warfare capabilities against a Collins-class submarine recognised as the best diesel-electric boat in the world. "During the live phase, [Dechaineux](#) stalked the Anzac-class frigates and the other seven warships in a tactical game of cat and mouse, while evading military aircraft such as [Ballarat's](#) embarked Seahawk from 816 Squadron."

But [Dechaineux](#) did not make it to the South China Sea to join Exercise Bersama Shield because of a fault in its propulsion system, which had left it stranded in port in Singapore. By the time the submarine was scratched from the five-nation war games involving Singapore, Malaysia, New Zealand and Britain, it was too late for the Navy News. The pre-printed newspaper was already on the streets, rhapsodising about the imagined exploits of [Dechaineux](#), which it boasted as being "the best diesel-electric boat in the world".

A Defence spokesperson conceded the article had been written ahead of the event and on the assumption the submarine had joined in the 11-day Five Power Defence Arrangement exercise as planned early this month. The spokesman said Navy News would print a retraction in its next edition. The **Dechaineux** remains stranded in Singapore, where personnel from the Australian Submarine Corporation and the Defence Materiel Organisation are trying to fix the problem. Defence refused to detail the nature of the problem to the propulsion system "for operational reasons" and said the **Dechaineux** was still able to participate in the "alongside phase" of the exercise, which meant the crew helped with planning while in port but could not join the sea-going part of the exercise. Defence maintains that the performance of its much-maligned submarine fleet is improving, although perhaps not to the extent that readers of Navy News might imagine. Source : The Australian

SHIPYARD NEWS



Above seen the 1981 built ITA flag and owned tugboat **WALTER C** drydocked at Palumbo Malta Superyachts Ltd Dock no 3 on Thursday 19th May, 2011. She's the formerly 1981 Dutch built **SMIT FRANKRIJK** which was transferred to the URS and named **WALCHEREN** during 2000 and was acquired by the present Italian owners in June 2009, the tug is powered by 2x diesel 4tew 6cyl Stork-Werkspoor type 6FCHD240, 900bhp-662kW (1800bhp total), bp 29t

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

IHC Merwede investeert miljoenen in nieuwe opleidingscentra

IHC Merwede investeert miljoenen in nieuwe technische opleidingscentra in Kinderdijk en Krimpen aan de IJssel. Het bedrijf anticipeert hiermee op een toekomstig nijpend tekort aan goed opgeleid, technisch personeel. Begin juni zal het nieuwe opleidingscentrum in Kinderdijk officieel worden geopend. Hiermee bezit IHC Merwede Nederlands grootste praktische opleidingscentrum in de sector metaal -en elektro.

Nijpend tekort

Het Nederlandse bedrijfsleven zit te springen om goed opgeleid, technisch personeel en gedegen vakmanschap. Het aantal scholieren dat kiest voor technisch onderwijs daalt echter. 'Als we in Nederland het technisch onderwijs niet hoog op de agenda zetten, zijn er in de nabije toekomst geen technici meer', stelt Bert van der Sluis, directeur HR van IHC Merwede. 'Het bedrijfsleven en de technische opleidingen dienen de handen ineen te slaan. Alleen op die manier kan theorie direct in praktijk worden gebracht, wat de betrokkenheid en motivatie van studenten enorm stimuleert. Onderscheidend en innovatief vakmanschap biedt de koppositie in de wereldmarkt en dus werk.'

Uniek programma

Een directe combinatie van theorie en praktijk vormt de basis voor de opleidingsprogramma's van IHC Merwede. Een groot deel van de leerstof wordt door eigen docenten onderwezen. Daar de opleidingscentra zich op de scheepswerven van het bedrijf bevinden, is de praktijk ook letterlijk dichtbij.

De technische opleidingscentra zijn recentelijk ondergebracht in een nieuwe BV Opleidingen. Momenteel nemen bijna tachtig BBL2 leerlingen deel aan een van de opleidingen Scheepsmetaalbewerken, Lassen en Machinaal verspanen. Het bedrijf streeft naar een totaal van tachtig tot honderd leerlingen per jaar.

IHC Merwede richt zich op de voortdurende ontwikkeling van haar ontwerp- en bouwactiviteiten voor de gespecialiseerde maritieme sector. Met haar decennialange ervaring is IHC Merwede wereldmarktleider als leverancier van efficiënte schepen en equipment voor bagger- en mijnbouwactiviteiten.

De onderneming wordt tevens erkend als een betrouwbare leverancier van custom-built schepen en materieel voor de offshore markt.

IHC Merwede heeft brede expertise in huis op het gebied van het ontwerp en de bouw van innovatieve schepen en geavanceerd equipment, evenals de daarbij behorende life cycle support. De geïntegreerde, systematische aanpak heeft geleid tot optimaal functionerende producten en langdurige partnerships. Tot de brede klantenkring van de onderneming behoren baggerbedrijven, olie- en gasconcerns, offshore contractors en overheden.

IHC Merwede heeft meer dan 3.000 werknemers op verschillende locaties in Nederland, China, Frankrijk, India, Kroatië, het Midden-Oosten, Nigeria, Servië, Singapore, Slowakije, het Verenigd Koninkrijk, de Verenigde Staten en Zuid-Afrika. Dankzij voortdurende investeringen in R&D blijft technologische innovatie voor de onderneming de solide basis vormen. Op deze manier draagt IHC Merwede tevens bij aan een duurzaam milieu.

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Innovative KOTUG makes the connection again with towing ring KO-LINK



Maritime Service Provider **KOTUG International** with offices in Rotterdam, Hamburg and Bremerhaven has recently patented its own developed towing ring (**KO-LINK**). This simple,

but efficient ring has proven to be the best solution to connect a polyester towline with a dyneema forerunner.

With the input of their Captains, Superintendents and **KST** (Kooren Shipbuilding and Trading) the **KO-LINK** is developed as an all round ring which is performing to meet all towage needs .

The environmental friendly KO-LINK ring is light ,simple and endless re-usable:

Due to the all round edges the ring creates a very favorable bending radius increasing the lifetime of the wires seriously. The ring also creates the possibility to introduce a weak link in the towline configuration. This is something that the so called "cow hitch" will never achieve.



With the **KO-LINK**, **KOTUG** again proves their ability to come up with creative solutions to make their equipment even more durable. For the marketing of the **KO-LINK**, **KOTUG** decided to team-up with **Endenburg B.V.** Gouda. For more information please visit: www.kolink.nl or www.kotug.nl and www.endenburg.com

During the **ATS Tugology Conference** in Antwerp on May 18th 2011, the **KO-LINK** officially presented. **KOTUG's** CEO **Ard-Jan Kooren** and **Endenburg's** CEO **Marcel van der Molen** signed a memorandum of agreement (MOA) to jointly market and sell the **KO-LINK**.

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Edison Chouest Announces Plans For Eight New Deepwater PSV's

Edison Chouest Offshore (ECO) announced plans to design and construct eight new deepwater platform supply vessels.

ECO currently owns and operates a large fleet of high-capacity platform supply, fast supply, anchor handling, construction, tractor tug, well stimulation and specialty vessels deployed worldwide. Additionally, ECO now owns and operates one of the largest deepwater ROV-capable fleets in the world, in conjunction with its subsea affiliate, C-Innovation.

"Since 2003, the core of our newbuild program has been a series of 42 new generation 4,750 deadweight ton (DWT) 280' offshore supply vessels," said ECO's Vice President of Operations Dino Chouest. "Our next generation includes 13 vessels in our 300', 5,150 DWT class." That group is currently under construction, with the first two undergoing sea trials and preparing for delivery.

Chouest acknowledged that three in the new class of eight PSVs are in the early stages of construction, as well. "Our design plans also take into account the potential of future modifications for deployment in the Arctic," he also noted. ECO currently has under construction, at two of its south Louisiana shipyards, the hull and superstructure for a 361' Arctic ice class anchor handling tug supply vessel, slated for delivery in early 2012 to Shell in Alaska.

The newly announced group of eight vessels is in addition to a total of 25 other newbuilds ECO and its affiliates already have under construction at shipyards in the U.S., Brazil and Poland. Chouest anticipates the new group of vessels, under construction at Chouest affiliate shipyards North American Shipbuilding (Larose, LA), La Ship (Houma, LA) and Tampa Ship (Tampa, FL), will be delivered within the next 12-36 months.

A number of ECO vessels are now deployed outside of U.S. waters in the post-Deepwater Horizon industry market. "Our intention is to continue to replace those assets and address future needs in the U.S. Jones Act market," noted Chouest. "Our goal is to maintain our position as the preeminent solutions provider in the market, both domestic and international." **Source: The Maritime Executive**



The latest fleet addition to the VLOOT fleet in Belgium is the new SWATH **WESTDIEP**, above seen in Ostend port

Photo : Wesley Vercruysse ©

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Huis Ten Bosch to launch Nagasaki-Shanghai ferry service next spring

Theme park Huis Ten Bosch Co has decided to postpone the launch of a ferry service between the ports of Nagasaki and Shanghai until next spring from July this year as initially planned in the wake of the March 11 disaster, company officials said Tuesday.

The decision by the theme park in Sasebo, Nagasaki Prefecture, reflects the view that the quake-tsunami disaster and ensuing nuclear emergency will discourage Chinese tourists from boarding the vessel "at least for a half year." Huis Ten Bosch purchased the ferry in Greece and now plans to lease it to a European shipping firm until test operations for the Nagasaki-Shanghai service start around October or November, the officials said. They said the disaster prompted more than 90% of foreigners' lodging reservations at the theme park to be cancelled and the number of foreign visitors has remained below the year-before level since then. For the six months to March, however, Huis Ten Bosch expects to book more than 600 million yen in unconsolidated pretax profit thanks to popular events from last fall to this spring, the officials said. [Source : japantoday.com](http://japantoday.com)

Wikborg Rein expands capabilities with Brazil alliance

LEADING international law firm Wikborg Rein has concluded an alliance with one of Brazil's leading law firms, Vieira, Rezende, Barbosa e Guerreiro Advogados (VRBG), which will have significant benefits for the international clients of both firms.

The best friend alliance agreement between the two firms will include co-operation on client referrals and joint assignments, and will also involve the exchange of lawyers and competence building.

Wikborg Rein Global Managing Partner, Susanne Munch Thore, says, "Brazil has developed into a high-priority market for many of our clients, and it is important that, as a leading provider of international legal services, we have the capacity to support our clients wherever business takes them.

"This is the first time one of the top international shipping and offshore oil & gas firms has made a commitment like this. It demonstrates our understanding of the commercial realities of the market, and where growth will come from for our clients."

Partner Finn Bjørnstad, who will shortly be taking up the role of managing partner in Wikborg Rein's London office, has considerable experience in supporting clients in Brazil. He says, "VRBG is internationally recognised as one of Brazil's leading law firms, with an excellent track record in the offshore oil and gas sector. It is ideally placed to work with international clients looking to develop opportunities in a market with such great potential."

For a number of years, Wikborg Rein has supported its clients as they have developed their Brazilian business interests, specifically in the offshore oil & gas sector. However, with an increase in offshore oil & gas investment in Brazil, it recognised that there was a need to provide high-quality 'on the ground' legal support.

From June 2011, Wikborg Rein will have one senior lawyer working out of the VRBG office in Rio de Janeiro, and VRBG will have one lawyer working out of the Wikborg Rein office in Shanghai.

The alliance will have major benefits for the international clients of both firms. Geir Sviggum, the partner who heads up Wikborg Rein's Shanghai office, sees significant advantages in this relationship as links between China and Brazil develop. He says, "The transfer of skills, knowledge, and people will provide both firms' clients with access to advisers who have extensive offshore oil and gas experience, and who really understand the key issues in two of the world's most significant developing markets - China and Brazil. Our Shanghai office already provides support to Chinese clients looking to develop their interests in Brazil. This agreement cements our position as global leaders in this area."

Chris Grieveson, a partner in Wikborg Rein's Singapore office, meanwhile notes, "I believe we are now in a position to provide an unrivalled service. If you are based in wider Asia and are looking to develop your business in Brazil, come and discuss it with us. We have a Brazilian expert sitting in our offices."

This agreement secures Wikborg Rein's clients access to the best legal resources in Brazil, and will be a platform for Wikborg Rein to continue to add value to its clients' business interests.

Read more about Wikborg Rein's Brazil team at www.wr.no and about VRBG at www.vrbg.com.br

TERAS CONQUEST LAUNCHED IN VIETNAM



Ezion Holdings's 4th jack up liftboat "**Teras Conquest**" was launched on 08th May 2011 at Saigon Shipyard, HCMC, Vietnam. It is presently alongside PetroVietnam quay in the port of Vung Tau in Vietnam for final outfittings and sea trials before Owner takes delivery. This is the 4th in the series of 6 jack up liftboats that are being built and operated by Teras Offshore, the wholly owned operating arm of Ezion Holdings. These liftboats are specifically ideal for platform support & maintenance work, salvage & wreck removals as well as operations & maintenance work on offshore wind farms. For full details of the liftboat please visit www.terasoffshore.com

Salalah cruises to glory as more ships come calling to its port

Salalah is fast emerging as a major destination for cruise ships. An official statistics released yesterday reveals that since the beginning of 2011, as many as 20 cruise ships with 14,982 tourists on board have visited Salalah Port.

Last year, 23 cruise ships with 31,281 tourists on board had visited Salalah. In 2009, the number stood at 29 with 20,766 on board, while the number stood at 39 with 25,055 on board in the year 2008. The beauty of the location, facilities offered by Salalah Port Service Company, Royal Oman Police (ROP) and the Tourism Ministry, all combine to attract more ships to Salalah, an official said.

On April 26, the cruise liner **Nautica** visited Salalah with 1,058 passengers on board, including 658 tourists. The programme of the cruise liner, which came from Port Sultan Qaboos and heading for Aqaba Port in Jordan, included visits to major archaeological, historic and tourist landmarks in the Governorate of Dhofar.

On April 17, Cruise ship **Costa Romantica** visited Salalah Port with 1,660 passengers on board, including 1,100 tourists as part of its tourism programme in a number of world ports. Its tourism programme included visits to the most important archaeological and historical landscapes in Dhofar, besides visiting the beaches and popular souq in Salalah.

Cruise ship **Aida Aura** also visited Salalah Port with 1,590 passengers on board in April. Ship **Costa Romantica** came from Mahe Port in the Seychelles and heading for Port Safaga, Egypt. The Muscat Port also is witnessing an upward trend in cruise tourism. According to a Ports Services Corporation official, "Cruise tourism is one of the most dynamic and fastest growing components of the leisure industry worldwide and Oman is also slowly getting on the world cruise tourism map."

Growing at a rate of 12 per cent per annum globally, cruise shipping is making considerable headway in the Sultanate.

According to Manoharan Kannoly, manager (commercial), Ports Services Corporation at Port Sultan Qaboos, Muttrah, "In 2010, 109 cruise ships called at Muscat Port carrying 3,40,000 passengers." He added that there was a significant jump as compared to 2009. "In 2009, Muscat saw the arrival of 84 cruise liners with 2,20,000 passengers. This indicates that cruise tourism is growing here and all efforts will be made to give a fillip to promote the cruise sector."

On an average, more than 1,500 passengers travel on a cruise vessel. The city it docks benefits as there is demand for a whole lot of services. The opening of sophisticated cruise terminal at Port Sultan Qaboos last year was an attractive option for cruise liners to call on Muscat. Oman with an authentic slice of Arabia wants its share of the global cruise tourism which is estimated at \$14 billion and engages some 300 ships and is patronised by 10 million customers.

While the Port Services and Ministry of Transportation and Communication have played their part of providing a separate terminal with world-class facilities, the Ministry of Tourism too engaged in promoting cruise tourism, both locally and internationally.

After the visit of ship **Brilliance of the Seas**, Muttrah Port received **Costa Deliziosa** V-10 and **Aidativa** V-22, both European passenger tourist ships. Oman is a major tourist attraction in the Middle East for Europeans and other visitors from across the world and the country forecasts a 10 to 15 per cent increase in tourist arrivals in 2011.

The country's 3,000 plus-kilometre-long coastline and vantage port positioning imparts a natural advantage to attract international cruise liners. **Source : Times of Oman**



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Ondernemers: onderzoek Derde Maasvlakte

De Rotterdamse ondernemersorganisatie Deltalings is er niet van overtuigd dat de haven van Rotterdam in de toekomst zonder een derde Maasvlakte kan. „Wij zijn daar minder optimistisch over dan het havenbedrijf“, zei voorzitter Wim van Sluis donderdag.

Havenbedrijf Rotterdam gaat ervan uit dat de goederenoverslag de komende twintig jaar groeit van 430 miljoen ton naar circa 700 miljoen ton en denkt dat die groei met de tweede Maasvlakte kan worden opgevangen. Van Sluis, oud-

havenwethouder van Rotterdam, meent echter dat milieu- en veiligheidsregels in de toekomst een intensievere benutting van het huidige havengebied in de weg zullen staan en dat daarom extra ruimte nodig is. Hij wil dat er een nadere verkenning naar een derde Maasvlakte komt.

De kwestie is de komende maanden onderwerp van discussie tussen het havenbedrijf en Deltalinqs. Bij de ondernemersorganisatie zijn ruim zeshonderd bedrijven in de Rotterdamse haven aangesloten.

ASPIN KEMP & ASSOCIATES PARTNERS WITH KOTUG TO DELIVER EUROPE'S 1ST HYBRID "EKOTUG"

Aspin, Kemp and Associates (AKA) announced the construction of Europe's first hybrid tugboat in partnership with **KOTUG International**. The Rotor Tug **RT Adriaan**, presently operating in the Port of Rotterdam, will be retrofitted with a XeroPoint Hybrid Propulsion System. This conversion will be completed in the fourth quarter of 2011 and will be the first EKOTUG to join the KOTUG fleet.



Ard-Jan Kooren, President and CEO of KOTUG, stated "We are very happy to be working with AKA on this exciting project. Like AKA, KOTUG has established a reputation as an innovator in the work boat industry. Our Rotor Tug concept is an example of our ability to turn a good idea into reality. We believe that introducing AKA's hybrid technology into our fleet is the next step in demonstrating our ongoing commitment to the environment."

AKA's award winning XeroPoint Hybrid system has proven successful in reducing emissions and creating significant fuel and maintenance cost savings. Jason Aspin, AKA's CEO, remarked "AKA is pleased to be working with KOTUG in the continued deployment of practical hybrid solutions in

the workboat industry. We are fortunate to have clients like KOTUG that recognize technology's role in improving their environmental performance."

AKA is committed to incorporating innovative advances in energy storage technologies as evidenced by the use of Corvus Energy's advanced lithium polymer batteries for this project.

Study: Cruises Could Bring 1,000 Jobs

Georgia could reap \$89 million in direct spending and create a thousand new jobs if Savannah builds a cruise ship terminal. That's one finding of a long-term cost-benefit study.

A Miami-based consulting firm prepared the report. It shows if the city builds an \$18 million cruise terminal, the investment could bring 288 jobs within four years. In another five years, the pay-off jumps to 1,000 jobs if the city builds and even larger terminal at the city's famed historic waterfront.

Consultant Charles Towsley says, the idea right now is to start off with a terminal at the Georgia Ports Authority.

"It's interim in the sense that it could get Savannah into the market quicker to prove its viability," Towsley says. "The interim terminal could get the port into business much quicker in that the existing wharf and structure are there and they have been utilized by commercial traffic and would be usable immediately."

However, the port site raises some security and operational concerns. It's also a bustling industrial area miles from where tourists want to be. The long-term site could cost \$50 million. The terminal could be paid for in part with tax breaks Governor Nathan Deal recently signed into law. **Source : gpb.org**

MARITIME ARTIST CORNER



"Zwarte Zee" oil on canvas by [Willem Eerland](http://www.tableau-maritimecards.nl) www.tableau-maritimecards.nl

OLDIE – FROM THE SHOEBOX



The **BOTHNIABORG** seen enroute from Hamina to Newport in 1964, newsclippings reader **Capt. Henk Hensen** was onboard chief officer onboard during the trip - **Photo : Coll. Henk Hensen (c)**

.... PHOTO OF THE DAY



Above seen the "**Oleg Strashnov**" loading monopoles and currently in the crane Transition Pieces at the Bow Terminal in Vlissingen, items will be installed at the Sheringham Shoal windmill park, which is situated in front of the UK coast. **Photo : René Alferink ©**

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