



Number 146 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Thursday 26-05-2011**

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



28 mei DAG VAN DE ZEESLEEPVAART in Maassluis, waarbij de ELBE haar eerste danspassen zal gaan maken na haar reparaties/renovatie

Photo : Roger van der Kraan ©

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

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

Voormalige zeesleper van Smit, oud actieschip van Greenpeace, gaat weer varen!

Elbe start haar motoren, uniek boek ten doop



Vier oud-kapiteins, met ruim een halve eeuw herinnering aan de Elbe, zullen vrijdag 27 mei prominent aanwezig zijn bij de feestelijkheden op de zeesleper. Hoogtepunt in de ingrijpende restauratie van het schip uit 1959 is, na zeven jaar stilstand, het starten van de hoofdmotoren. De Elbe is zondermeer een bijzondere zeesleepboot; vanwege haar uitzonderlijk mooie bouw, de avonturen die het schip heeft beleefd, de verhalen van de bemanningsleden die nog altijd voortleven en de levensloop van achtereenvolgens zeesleper, loodsboot, actieschip tot varend monument. Een bijna onwaarschijnlijk summum is dat de vrijwilligers het schip, na tweemaal zinken, toch nog van de sloep wisten te redden.

De kwalificaties van de belevenissen aan boord van 59 meter onverwoestbaar staal zijn bijna niet te omvatten. "De **Elbe** was mijn eerste liefde, op de **Elbe** ben ik gevormd tot wat ik nu ben," schrijft **Rossy de Winter**, een van de oud-bemanningsleden.

Oud-kapitein **André Slingerland** (89) neemt vrijdagmiddag 27 mei het eerste exemplaar van het boek "**Zeesleper Elbe, van woeste zeeën naar rustiger vaarwater**", belangeloos en meeslepend geschreven door PR-vrijwilligers Yvonne May, in ontvangst. Maar er is meer: Daarna zullen burgemeester **drs. J.A. Karssen** en directeur van het Fonds Schiedam Vlaardingen e.o. **IJ. van der Velden** gezamenlijk de beide hoofdmotoren starten.

De spreekwoordelijk term "de schoorsteen moet

roken" heeft in dit geval wel de nodige tegenstrijdigheid in zich. Meer dan 70 vrijwilligers werken immers al sinds 2002 onbezoldigd aan het herstel van de **Elbe**. Technisch is de **Elbe** zo goed als volledig compleet, met onder meer een weer werkende machinekamer, hersteld ankerspil en nieuwe ankerkettingen zal Lloyd's goedkeuring niet lang meer op zich laten wachten. En hoewel er nog altijd geld nodig is om het interieur van de zeesleper te voltooien (zoals een passagierssalon en een kombuis, zodat met het schip met 80 passagiers dagtochten kan gaan maken), is de uiterlijke restauratie ook bijna gereed. Het schip heeft weer sleepbogen, een geklonken verschansing, een nieuwe

machinekamerkap en davits. **Alleen een sponsor voor een fraaie reddingssloep om in die davits te hangen wordt nog gezocht.**

De bedoeling is dat de **Elbe** op zaterdag 28 mei deelneemt in de vlootshow tijdens de **Dag van de Zeesleepvaart**, georganiseerd door de **Stichting Sleepboothaven Maassluis**. Een levendig geheel van varende (stoom)sleepboten, rondvaarten, demonstraties en andere nautisch getinte activiteiten staat op het programma. De **Elbe** zal daarin als vlaggenschip van de **Stichting Sleepboothaven** prominent en nadrukkelijk aanwezig zijn.



Wire Ropes • Towing, Lifting and Hoisting Equipment • Consulting
Nijverheidsweg 21 - 3161 GJ Rhoon - Tel. +31-(0)10-5018000

VLIERODAM B.V. - THE NETHERLANDS – www.vlierodam.nl

Ship owners refrain from ordering new dry bulk carriers

In the wake of the largest oversupply of dry bulk carriers in decades, ship owners seem to have ended their almost two-year buying spree. According to new shipbroker reports, newbuilding orders for dry bulk carriers have been dwindling with most owners looking to cash in on the container segment and to a less extent in the tanker sector of the market. Based on the latest weekly report from Clarksons, there have been continued reports of business again in the market this week - and whilst the focus remains primarily on the Container sector - we are also starting to see a resurgence of interest in the mid sized tanker market and pockets of dry business also being concluded.

"As was discussed earlier this month, both the tanker and dry bulk sectors have seen a greatly diminished level of activity so far this year when compared to the same period last year. Within Korea, amongst the small and medium yards, this lack of ordering has been taking its toll. With little enquiry in these sectors, combined with increasing shipbuilding costs/pricing caused by rising steel prices and adverse currency fluctuations, there have been almost no new orders signed so far this year. As such, we are now seeing an increasing number of these smaller facilities fail to secure support from their creditor banks - and with an inability to issue refund guarantees and in many cases facing insolvency and court protections - the future for this strata of yards is certainly challenging if not bleak.

It is yet to be seen whether a similar story will develop within China. With many of the smaller yards having also developed up on the back of large scale dry bulk ordering. This sector continues to remain depressed and due to this it could well be necessary for the Government and Domestic Banking sector to support the yards - to prevent a similar outcome to that witnessed in Korea - however with State shipbuilding quite distinct from the private sector, it is questionable as to whether such support would be extended - and it is likely that Chinese shipbuilding will go through a period of consolidation.

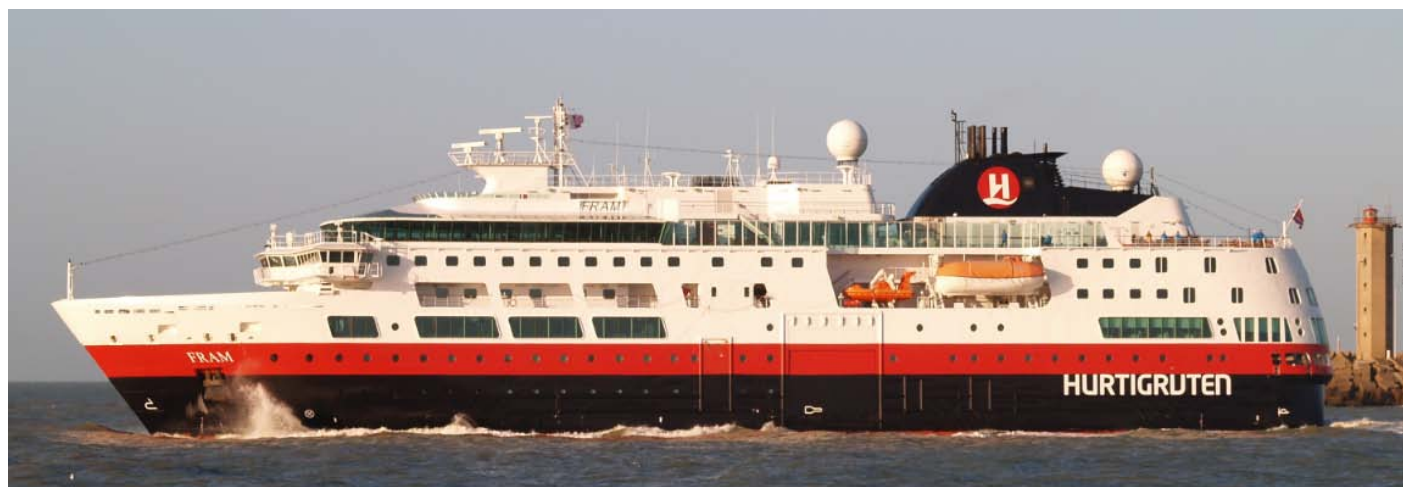
In terms of reported business; In Dry, Wilmar Holdings have signed 1 option 1 x 81,500dwt Geared Kamsarmaxes at Jinhai Heavy with deliveries in End 2012 and early 2103. Although the price has not been disclosed for these, feel it will be in the region of USD33 Mill per vessel. Sungdong are reported to have won an order for a further one 82,000dwt Kamsarmax from Kyla Shipping with this vessel due to deliver in 2Q 2013.

In Wet, Scorpio Tankers are understood to have ordered 5 option 3 x 52,000dwt MR Tankers at Hyundai Mipo with deliveries of all 5 of the firm ships due in 2012. In addition to these, Knutsen NKY are reported to have ordered 1 option 1 x 123,000dwt Shuttle tankers at HHI with deliveries due in Jul/Sep 2013.

Finally, in Containers, Evergreen are reported to have signed 10 x 8,000 TEU Container ships at CSBC, Taiwan. These ships are provisionally scheduled to deliver from 2013 onwards, pricing has not been revealed” said Clarksons.

In a separate report, shipbroker Golden Destiny said that there has been again a significant slowdown of business with no transactions revealed in the bulk carrier segment. “The week ended with 24 orders reported in total, equalling a total deadweight of around 619 mil tons at a total invested capital of region \$2,5 bn, with weak sentiment also in the container and offshore segments that are normally bursting of activity. The ordering momentum has slowed down by 70% from last week’s activity and no special trends have been revealed towards specific vessel types and sizes.

In the container market, the post panamax ordering trend is still hot as market rumours suggest that Greek shipowner Economou has inked a letter of intent with South Korea’s Samsung Heavy Industries for a series of 4+4 13,000 TEU units, but the owner has not yet confirmed the deal. In terms of invested capital, the most overweight segment appears to be the offshore with almost 80% of the total capital invested for special project vessels. At a similar week in 2010, the newbuilding activity was up by 150% than current levels with 61 new contracts to had been reported worldwide and bulk carriers winning 80% share of the total volume of reported newbuilding activity”, concluded the report. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **FRAM** seen departing from Zeebrugge – **Photo : Dirk Neyts ©**



THB Verhoef bv

Key components for diesel engines made in Europe
24/7 in stock in Rotterdam

thbverhoef.com

Oil Tankers Facing Five Years of Pain, Frontline’s Troeim Says

Oil tankers may be unprofitable for five more years before a glut that caused a 95 percent slump in returns since 2008 is eroded, according to Tor Olav Troeim, a director at Frontline Ltd., the biggest supertanker operator.

Returns on supertankers that reached \$177,036 a day in July 2008 were last at \$8,900, according to the London-based Baltic Exchange, which publishes daily rates for more than 50 maritime routes. Frontline, based in Hamilton, Bermuda, needs \$30,100 a day to break even on its supertankers, according to a presentation to investors in February.

"We have to go through a lot of pain before we're back into profitable territory," Troeim, who is as an alternate director at Frontline and is on the board of several other shipping companies, told a conference in Oslo today. "We have just started on a down-cycle that will be brutal."

The surge in rates in 2007 and 2008 spurred owners to order more ships, on the eve of the worst global recession since World War II. Those vessels are now leaving shipyards, meaning the tanker fleet will expand 7.4 percent this year, compared with a 3.1 percent gain in demand, according to the research unit of Clarkson Plc, the world's biggest shipbroker. Oil-tanker owners have responded to the slump in rates by cutting their speeds from an average of 10.8 knots in July 2008 to 8.8 knots now, according to ship-tracking data compiled by Bloomberg. There are more than 600 tankers anchored globally, up from about 350 three years ago, the data show.

The glut will take time to erode because only 10 percent of the fleet is above 15 years old, reducing the speed of demolitions, Troeim said in an interview after his speech. By contrast, a quarter of the dry bulk fleet hauling coal and iron ore is above 20 years old, he said. The slump in dry bulk shipping may be over in three years, Troeim said.

The Baltic Dry Index, a measure of commodity shipping costs, slumped 65 percent in the last 12 months, according to the Baltic Exchange. Troeim's outlook for oil tankers contrasts with that of Peter Evensen, chief executive officer of Hamilton, Bermuda- Teekay Corp., which operates vessels hauling oil and liquefied natural gas. He's forecasting a rebound in rates for aframaxs, capable of carrying about 600,000 barrels of oil, next year. "I'm optimistic," Evensen told the conference. "We've gone through the low and we're coming out of it." Shares of Frontline fell 6.3 percent to 105.4 kroner in Oslo trading, extending this year's decline to 30 percent and valuing the company at 8.2 billion kroner (\$1.5 billion). The market can get "a lot more consolidated than it is now," Troeim said. "Normally consolidation works when people have problems and that's what we're having these days." LNG shipping should fare better because demand is expanding faster than ship supply, he said. "There is 9 percent coming in the next three years and we have a growth rate of 12-15 percent, so effectively the whole market is eaten up by one year of demand," he said. **Source:**

Bloomberg



The **MSC FAUSTINA** seen enroute Antwerp – **Photo : Jaap Janse ©**

Capesize Rents Gain for Fifth Day on Speculation of Ship Supply

Rents for capesize ships that haul iron ore climbed for a fifth day on speculation owners had taken vessels off the market because of low hire rates. Daily hire rates gained 7.2 percent to \$8,642, data from the Baltic Exchange in London show, bringing the gain to 53 percent in five days. Rents fell to a 2011-low of \$4,567 a day in March. Operating costs for the vessels are between \$7,500 and \$8,000 a day, according to estimates from London-based Simpson Spence & Young, the world's second-biggest shipbroker. Capesizes were below that level from April 11 to May 19.

"No owner's going to continue doing business at \$4,000 a day or \$6,000, below operating costs," said Hendrik Leusink, division executive for capesize and panama vessels at Island View Shipping SA, South Africa's biggest commodities shipping line. "People will put ships into temporary lay-up or idle ships." The capesize fleet outgrew demand after rates

more than doubled in 2006 and 2007. Carrying capacity of the capesize fleet will increase 16 percent this year, faster than a 7 percent rise in demand for iron ore, according to forecasts from Clarkson Plc, the biggest shipbroker. Daily rents for panamaxs that compete with capesizes for cargoes and also transport grains gained 2.6 percent to \$14,079 a day. Supramaxes rose 0.9 percent to \$14,937 and handysizes fell 0.1 percent to \$11,637. **Source: Bloomberg**

Search operation ceased in the Gulf of Finland, two fishermen still missing

Search and salvage operation of two missing fishermen whose boat was hit by the bunkering ship **Flandriya** in the Gulf of Finland has been ceased, the St. Petersburg regional Emergencies Ministry's press service said.

At the moment the EMERCOM is just conducting visual inspection of the site. Yesterday, the a divers team completed inspection of underwater part of the **Flandriya's** hull. On May 22nd, a boat with three fishermen on board collided with the bunkering tanker in the waters of Big Port of St. Petersburg. One fisherman has been rescued, the other two are still missing.



The **GLOBAL MOON** seen moored at Olthof shiprepair – **Photo : Jan Bos ©**

Collapsed German shipping line Beluga revives with new name

Beluga Shipping, the German shipping line which collapsed earlier in the year, is to start over afresh under new ownership and a new name, Hansa Heavy Lift, insolvency administrator Edgar Groenda said Monday in Bremen.

Beluga, which specializes in hauling bulky objects, was in the news in January when one of its ships carrying luxury yachts was hijacked in the Indian Ocean. Several crew were killed and the survivors were ransomed from Somali pirates.

Beluga failed after a shareholder, the US private-equity fund Oaktree, called police to allege financial irregularities by Beluga founder Niels Stolberg. Inquiries are continuing. Groenda said Oaktree was the sole investor willing to finance a resumption of operations. It has injected 20 million dollars.

Under Oaktree's ownership, Hansa Heavy Lift will take over seven Beluga vessels and 50 Beluga employees and will ultimately run a fleet of 23 ships. Groenda said the core Beluga company would be wound up. Of a former group workforce of 671, most face unemployment. **Source : Monsterandcritics**

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



The banner features four images: a large oil tanker, two workers in safety gear, a smaller cargo ship, and a close-up of a pump. The MariFlex logo is on the left, and the text 'Pump Services B.V.' is in the center. Below the images, contact information is provided in three columns.

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
info@mariflex.net



The **QUEEN ELIZABETH** seen moored for the first time in Stavanger – **Photo : Anders Bohn Hansen ©**

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !**

CASUALTY REPORTING



Xiamen races to free grounded large Malta-flagged container ship

On May 18th, a large Malta-flagged container ship, **CMA CGM Libra**, got stranded in the Xiamen sea area. It's the first time that a large ship has run aground at Xiamen Port. The Xiamen government paid close attention to the rescue work for the large ship, reports Xiamen Daily. The large container ship with over 7,000 tons of fuel won't pose a threat to the Xiamen sea area as its body is not damaged and it is away from the main sea routes, the report said.



As of May 23rd, two-thousand tons of fuel was unloaded from the ship. To speed up the rescue work, a DALI Floating Crane from Shanghai Salvage Co. (SSC), with lifting capacity of 2,500 tons, joined the rescue team on Monday.

Mr. Pan Shijian, vice mayor of Xiamen, urged an all-out effort to help the Malta-flagged container ship during conferences held for the rescue work. **Source : PortNews**

Oil spills from Barbados-flagged MV in St. Petersburg

Fuel oil was released from the **Carten Maria** (flag of Barbados) into waters of Big Port St. Petersburg last night, May 23. The incident occurred at around midnight (MT) when bunkering from the tanker **Pakri** (operator NT-Bunkering), Deputy General Director of Baltic Emergency and Rescue Department Sergei Saveliev told PortNews. Bunker fuel was spilled on board of the MV and then over her board on the quay and into water.

The oil spill response team collected 0,2 cbm of oily mixture using three vessels, cleared the **Carten Maria** board and completed the operation this early morning, Mr. Saveliev said.

COSTA DELIZIOSA DAMAGED QUAY SIDE



The 2009 built 92700 gt Passengerliner **Costa Deliziosa** caused major damage to the Skoltegrunns Quay in Bergen just before departure on the afternoon of May 21st. The vessel broke loose and took the two bollards and parts of the quay into the sea. 50 feet of the pier was destroyed and walkways plunged into the sea. As a precaution, the **AHTS Havila Venus**, which was lying next to the vessel, loosened the moorings in case the **Costa Deliziosa** would drift towards it. A tug and two smaller boats picked up the loose bollards with remains of the pier from the harbour. The rope in the water had to be removed before the vessel could dock again. Finally 100 passengers, who had not yet boarded, were taken on board, and the vessel set course towards Geiranger. **Source : Lloyds - Photo : Svetozar Catovic RRM ©**

NAVY NEWS

LOOKING FOR AFFORDABLE TV AT SEA?

- Fully Automated, All-in-one
- High Quality Antennas, dish from 28cm up to 1.2m
- Built-in GPS
- Unsurpassed Dynamic Tracking
- DVB Signal Identification
- Built-in Auto Skew Angle Control System (Larger Antenna's Only)
- Embedded HD module and TriSat function
- User-friendly Operation
- Tune in Your Favorite HDTV Channels

deepsea@alphatronmarine.com

www.alphatronmarine.com



Two More Ships to Depart Suisun Bay Fleet

Two obsolete vessels, the **Bolster** and the **Clamp**, are scheduled to depart the Suisun Bay Reserve Fleet on Monday, May 23, 2011. The departures mark the 22nd and 23rd ships to leave the National Defense Reserve Fleet since October 2009, when the Obama Administration announced its commitment to clean up the site and improve the surrounding environment. As a result, the U.S. Maritime Administration is more than four months ahead of schedule in removing obsolete U.S. ships from the Reserve Fleet. The disposal schedule calls for 20 ships to be removed from SBRF by September 30, 2011.

The **Bolster**, formerly the **USS Bolster (ARS-38)**, and the **Clamp**, formerly the **USS Clamp (ARS-33)**, are Diver class auxiliary salvage and rescue ships built for the U.S. Navy at the end of World War II specifically for salvage work. Both vessels were built by Basalt Rock Company Inc., Shipbuilding Division, Napa, California. The Clamp was launched on October 24, 1942 and the Bolster on December 23, 1944.

The **Clamp** had a short, but active career before being decommissioned in 1947 and placed into the Suisun Bay Reserve Fleet. The **Bolster** served primarily in the Pacific and Far East conducting salvage and towing operations from post World War II throughout the Korean and Vietnam Wars. During the 1970s and 1980s **Bolster** became more involved in ocean towing before being decommissioned in 1994 and placed in the Suisun Bay Reserve Fleet. The **Bolster** and **Clamp** will be cleaned of marine growth and loose exterior paint in dry-dock at BAE System Ship Repair in San Francisco before departing for Texas, where they will be recycled by Marine Metal Inc. **Source : The Journal of Commerce Online**

DUTCH NAVY SHIPS DEPARTED FOR SPAIN



From the port of Den Helder [Hr.Ms. Van Kinsbergen \(A902\)](#), [Hr.Ms. Middelburg \(M858\)](#) and [Hr.Ms. Zierikzee \(M862\)](#) departed on a mission to Spain to stem the flow of refugees with fluctuations.



The amphibious transport dock ship [USS Mesa Verde \(LPD 19\)](#) transits the Mediterranean Sea during a visit, board, search and seizure exercise aboard the amphibious dock landing ship [USS Whidbey Island \(LSD 41\)](#). [Mesa Verde](#) and [Whidbey Island](#) are deployed as part of the [Bataan Amphibious Ready Group](#) supporting maritime security operations and theater security cooperation efforts in the U.S. 6th Fleet area of responsibility. [Photo : U.S. Navy](#)

Norfolk Naval Shipyard CO Fired

The commanding officer of Norfolk Naval Shipyard has been temporarily removed from command while a formal investigation into the command environment at the yard is completed, Navy officials said.



Capt. Greg Thomas, the commanding officer of Norfolk Naval Shipyard, has been assigned to temporary duty at Naval Sea Systems Command in Washington, D.C., pending the outcome of an investigation by the Naval Inspector General, according to NAVSEA. (Navy)

Capt. Greg Thomas, who has commanded the Portsmouth, Va., shipyard since September 2010, was assigned to temporary duty at Naval Sea Systems Command in Washington, D.C., pending the outcome of the investigation, being conducted by the Naval Inspector General, according to NAVSEA spokeswoman Pat

Dolan. She described Thomas as being "temporarily reassigned."

A Navy statement said only that the investigation involved the command environment. Dolan would not characterize the nature of the investigation beyond that.

Rear Adm. Joseph Campbell, a former shipyard commander who had been working as head of the NAVSEA directorate for logistics, maintenance and industrial operations, reported Monday morning as the acting shipyard commander until the investigation is complete, Dolan said. Thomas was nominated for promotion to rear admiral on March 26, 2010. He is the 11th commanding officer fired so far this year. **Source : defense News**



The Los Angeles-class attack submarine **USS Helena (SSN 725)** departed from Portsmouth Naval Shipyard after completion of extended maintenance. **Photo : U.S. Navy**

Missing WWII Sub Found with 42 Entombed Sailors

An exploration team led by Tim Taylor aboard the expedition vessel "**RV Tiburon**" has located and documented the wreck of the WWII submarine **USS R-12**. The **R-12** was lost on June 12, 1943 in 600 feet of water, sinking in less

than 15 seconds. She sank nearly 70 years ago taking 42 US servicemen to their deaths off the coast of the Florida Keys, USA. The reason for her loss remains unknown.

R-12 began its career as a World War I era sub that was re-commissioned for service in World War II. At the time of the sinking R-12 was engaged in war time patrol operations near Key West. Only two officers and 3 enlisted men survived the disaster that claimed 42 lives. In making the discovery, the team deployed a state of the art autonomous underwater robot which collected first ever imagery of the remains of **R-12**. They are collaborating and sharing their findings with the US Navy.

RV Tiburon is launching an expedition in the Spring of 2012 to further investigate the possible causes of the sinking, and collect detailed archeological baseline data.

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 to reactivate your address again, please do not write this in the guestbook because I am not checking this guest book daily.

SHIPYARD NEWS

Maritime  **JOBS4U**

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

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

www.maritimejobs4u.com



The TSHD **BARENT ZANEN** seen in drydock in Gdansk (Poland)
Photo : G. de Jonge – dredgemaster ©

Italdraghe delivers dredger for Italian customer

Italdraghe has delivered a newbuild SGT 250 cutter suction dredger to the Town Council of Pollica in the Cilento and Vallo di Diano National Park in Southern Italy. The economy of this beautiful resort is heavily reliant on its seasonal tourist industry, which in turn depends to a large degree upon its harbour and the beaches skirting around its coastline.

Over the years a great deal of sand has been washed into the small port of Acciaroli which is now in desperate need of dredging if it is to remain fully functional. Taking a leaf out of the book of the nearby Town Council of Casalvelino which purchased a small PD 150 CSD from Italdraghe back in 2007, the Pollica authorities launched their own dredger tender at the end of 2010.

Although the dredger can work down to a depth of 8m, most dredging will take place in waters of no more than 5m. Surveys have shown that the material to be removed consists of a variety of different types of solids ranging from very fine sand to pebbles and small stones of up to 160mm in diameter.

Once the initial urgent dredging work involving the removal of 40,000 cubic metres of solids has been completed, the CSD will be used for local beach nourishment and coastal maintenance projects throughout the year. The SGT 250 dredger has a number of interesting features such as inclined full-view front cabin windows with darkened glass to protect against glare; a fully sound-proofed and insulated wood-lined cabin, overhead electronic operator controls, over-sized batteries for greater autonomy, a fully equipped onboard workbench in the engine room and a daily production logging system. The dredger was supplied together with over 500mm of wear-resistant HDPE floating pipeline. As part of the turn key package, Italdraghe will also provide more than one month's onsite training to local operators. [Source : Dredging News Online](#)

Beng Kuang Marine wins order for four crane barges

Singapore-listed Beng Kuang Marine Limited reports that its wholly-owned subsidiary Asian Sealand Engineering Pte Ltd has secured four contracts with an established marine group to construct four 60-meter crane barges. The total value of the contracts is S\$28.8 million. Work on the crane barges is expected to commence in June 2011 and to be completed in September 2012. [Source : MarineLog](#)



Van Oord's **VOLVOX DELTA** arriving in Durban, and on the way to the ship repair complex. Note the port of registry of Utrecht - no prospect of the dredger getting there ☺ [Photo : Trevor Jones](#) ©

Keppel FELS books \$180 million jack-up order

Singapore's Keppel FELS has secured a \$180 million contract to build a KFELS B Class jack-up drilling rig for Vision Drilling, a wholly-owned subsidiary of Dynamic Offshore Drilling Ltd., [MarineLog](#) reported. Slated for delivery from the

shipyard in the first quarter of 2013, the rig will be able to operate in water depths of 350 feet with a drilling depth of 30,000 feet and accommodate 120 personnel. Dynamic Offshore Drilling has the option to build an additional rig that must be exercised before 3Q2011. Mr. Naresh Kumar, Chairman of Dynamic Offshore Drilling, said, "While this is Dynamic Offshore's first collaboration with Keppel FELS, we are no strangers to its excellent project execution and dedication to safe, on-time and within-budget deliveries. My team and I have previously worked very closely with the Keppel FELS team on two KFELS B Class jack-up rigs which have been deployed under long term contracts with strong day rates with a Fortune 500 National Oil Company.

"After the Gulf of Mexico oil spill, oil companies around the world prefer newbuild premium rigs with enhanced safety features and equipment reliability. With over 60 percent of the current Jack up fleet over 25 years old, it is an impetus for us as experienced drilling contractors to invest in premium high quality jackups with the world's leading shipyard. We are looking forward to build a number of rigs with the strong partnership of Keppel FELS in the years to come".

Dynamic Offshore Drilling's rig is equipped with enhanced features to expand the operational coverage of the rig. Provisions have been made for the rig to work in high pressure high temperature (HPHT) environments and have Offline Stand Building capabilities.

Newport News Shipbuilding Completes Dry Dock Work for USS Theodore Roosevelt Refueling and Complex Overhaul

Newport News Shipbuilding, a division of Huntington Ingalls Industries, has completed the dry dock portion of work for the refueling and complex overhaul (RCOH) of the aircraft carrier **USS Theodore Roosevelt (CVN 71)**. The ship is undergoing its one and only RCOH by the nation's sole designer, builder and refueler of nuclear-powered aircraft carriers. Tugboats moved the carrier May 21 from dry dock to a shipyard pier, where it will undergo final outfitting and testing. "Completing the docking work and undocking the ship is a significant milestone during the RCOH," said Jim Hughes, vice president, In-Service Aircraft Carriers, Newport News Shipbuilding. "This event signifies a transition from what has been a focus on the ship's underwater hull and propulsion plant repair and construction work to the final restoration, outfitting and testing of the ship's systems in support of events like crew move aboard, which all support bringing the ship back to life."

Approximately 3,700 employees are working on the project, which includes refueling the ship's reactors as well as extensive modernization work to thousands of compartments and hundreds of systems. There are approximately 2,500 sailors currently assigned to the ship, and many have contributed directly to the overhaul work effort.



"**Team Theodore Roosevelt** has shown exemplary dedication in preparing this ship for its return to the water," said Capt. Billy Hart, commanding officer, **USS Theodore Roosevelt (CVN 71)**. "As we rebuild TR space by space and restore function to every system, sailors will shape the ship to serve the nation for 25 more years to come." Work accomplished while the ship was in dry dock included removing, refurbishing and reinstalling the propeller shafts;

installing new improved design propellers; painting the carrier's massive hull; re-preserving nearly 200 tanks, and replacing hundreds of valves, pumps and piping components. Shipbuilders also removed the main mast and the top two levels of the island, replacing them with a new, reconfigured island structure and mast to provide enhanced capability.

Work through re-delivery to the Navy in December 2012 includes completion of installation and testing of combat and electronic systems; overhaul and re-energizing electrical distribution systems; overhaul, repair and testing of propulsion plant systems; habitability upgrades and modernization; crew move-aboard, and installation and testing of aircraft launch and recovery equipment. **USS Theodore Roosevelt** arrived at the Newport News shipyard in August 2009 and is the fourth ship of the Nimitz class to undergo this major life-cycle milestone.

STX left with Korea Line VLCC on its hands

Korea's STX Offshore & Shipbuilding said in a regulatory filing yesterday that a domestic client, thought to be troubled KLC, has cancelled a VLCC due for delivery this month, Seatrade Asia online reports. The company said that the owner of the KRW 147bn (\$134m) tanker was seeking court protection and the ship was contracted in April 2008.

KLC sought bankruptcy protection in January and filed for receivership in February after suffering in poor bulker markets, with more than 100 of its chartered-in ships running at a loss.

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 info@redwise.nl



Ece Nur K, inbound Port Phillip for Melbourne 21-05 with Point Nepean National Park in the background.

Photo : Andrew Mackinnon – www.aquamanships.com ©

Wärtsilä to supply liquid bio-fuel powered main engines for new Finnish cargo vessel

Wärtsilä's leading engine technology offers flexibility which enables switching of fuels without any interruption in operation should the need arise. This will be the first installation ever where a European commercial shipping operation is going to permanently use liquid bio-fuel. Wärtsilä, the marine industry's leading solutions provider and systems integrator, has been contracted by the STX Finland shipyard in Turku, Finland, to supply the main engines for a new multi-purpose cargo vessel. STX Finland is part of the international STX Europe Group. The ship is being built for Meriaura Ltd., a Finland-based provider of sea transport services for industrial products and general cargo.

The vessel will be powered by three Wärtsilä 6L20 main generating sets, capable of operating on various types of liquid bio-fuels (LBF) fulfilling Wärtsilä's liquid bio fuel specification. Liquid bio-fuels can be produced from various raw materials of vegetable and non-vegetable origin. The generating sets are also capable of using marine diesel oil as a backup fuel.

The onboard fuel system is prepared for regular operation with LBF, and the sea acceptance trials for the owner are to be conducted using liquid bio-fuel. The new vessel, the '**Aura II**', is a deck carrier scheduled to be delivered in spring 2012.

This will be the first installation ever where a European commercial shipping operation is going to permanently use LBF as fuel. However, the Wärtsilä generating sets have the flexibility to be able to switch to marine diesel oil should the need arise. The liquid bio-fuel is produced at the ship owner's process refinery in Uusikaupunki, on the south-west coast of Finland. "This contract clearly demonstrates Wärtsilä's ability to supply environmentally sustainable power solutions without substantial impact on costs to operators and investors. Our technology leadership in engines with diversified and flexible fuel supply options, and our ability to install a compact central diesel electric power plant in an engine room with confined space, were major factors in the award of this contract," says Jukka Paananen, Business Manager, Wärtsilä Ship Power. The '**Aura II**' will be a multi-purpose dry cargo ship that can also be used for oil recovery operations in the Baltic Sea. In addition, the ship is designed for the transport of heavy modules to the offshore industry in the North Sea basin. When not operating as a deck carrier, the 4,350 dwt ship is designed also as a container carrier. Advanced training on the Wärtsilä engines will be provided to the operator crews at the Wärtsilä Land & Sea Academy training centre in Turku, Finland. Wärtsilä already maintains and services the flagship vessel of Meriaura, the m/s '**Aura**', under a maintenance contract agreement.



The **REM GAMBLER** seen moored in Bergen / Norway - Photo : Svetozar Catovic RRM ©

Swiber wins \$109m contracts for offshore works

Offshore support services provider Swiber Holdings has on Wednesday secured contracts worth approximately \$109m from oil majors for projects in Southeast Asia, Seatrade Asia online reports. The contracts comprise of executing offshore construction projects, chartering of offshore construction and support vessels and executing of subsea and related projects in Indonesia, Malaysia, Thailand and Vietnam. All works will be carried out between the second-quarter of 2011 to the third-quarter of 2012. "Offshore industry outlook has continued to improve amidst strong crude oil prices globally, and we expect the momentum of offshore activities to continue," said Francis Wong, group ceo and president of Swiber. As of to-date the Singapore-listed firm has secured new contracts totalling \$295m in 2011.



WORLDWIDE OCEAN TOWAGE

OCEAN TOWAGE • MARINE SALVAGE / WRECK REMOVAL
OFFSHORE SUPPORT (OIL & GAS - DREDGING & WIND FARMS) • HEAVY LIFT TRANSPORTATION

 a company within the Tschudi Group
TSCHUDI

sales@itctowage.com
www.itctowage.com



Overview of the port of Bremerhaven with the passengerliner **DEUTSCHLAND** arriving - Photo : Kees de Vries ©

TROPICAL STORM 'SONGDA' EXPECTED TO REACH PHL ON THE WEEKEND

The tropical depression over the Pacific Ocean intensified into a storm and is expected to enter the Philippine area of responsibility on the weekend, the state weather bureau said. As of 4 p.m. yesterday, the eye of storm with international name "**Songda**" was spotted at 1,050 kilometers east of Northern Mindanao.

It packed winds of 85 kilometers per hour (kph) near the center and gustiness of up to 100 kph. Songda was forecast to move west-northwest at 11 kph. "The cyclone will be given the local name "Chedeng" once it enters the country, PAGASA said. PAGASA weather branch chief Robert Sawi and Science Undersecretary Graciano Yumul said the storm is expected to intensify into a typhoon before hitting the country. But the officials said its effects may be felt starting Wednesday in the Visayas, particularly Samar. Yumul said that from Wednesday to Friday the eastern seaboard will be

very wet due to the enhanced southwest monsoon. "It will pull the southwest monsoon up starting Wednesday which will bring rains over Mindanao, then Mindoro, all the way to the NCR (National Capital Region)," Yumul said.

He said the storm is expected to make landfall over the Cagayan-Isabela area on Friday if it maintains its present speed and direction. Yumul said Chedeng is likely to trigger the onset of the rainy season associated with the southwest monsoon. The southwest monsoon officially starts the rainy season in the country.

Sawi warned the new weather disturbance could be stronger than tropical storm "Bebeng." Bebeng, which entered the country last May 7, left 35 persons dead and damage to property worth P1.37 billion. For the next 24 hours, PAGASA said Southern Luzon, Visayas and Mindanao would experience mostly cloudy skies with scattered rainshowers and thunderstorms due to the inter-tropical convergence zone.

The rest of Luzon, including Metro Manila, will have partly cloudy to cloudy skies with isolated rainshowers or thunderstorms mostly in the afternoon or evening due to warm weather, PAGASA said.



The US Flagged **BOUNTY** seen arriving in Oostend, to participate in the yearly event **OOSTENDE VOOR ANKER** (www.oostendevooranker.be) which will be held this weekend in the Belgium port of Oostende

Photo : Wesley Vercruysse ©

Box Ship Deliveries Seen Hitting Record in 2013

Deliveries of container ships are set to hit a record high in 2013, driven by a surge of orders in the past year that has revived fears of overcapacity in container shipping markets, according to shipping industry analysts Alphaliner.

Shipyards will deliver vessels with capacity exceeding 2 million 20-foot-equivalent units in 2013 if owners and carriers exercise all existing options and planned orders, according to Alphaliner.

This would be significantly higher than the record 1.57 million TEUs shipyards delivered to vessel operators in 2008.

Lured by attractive ship construction prices and the strength of last year's market recovery, owners have ordered the equivalent of 1.6 million TEUs of new capacity since June 2010. This outstrips deliveries of 1.4 million TEUs during the same period, according to Alphaliner.

Scheduled deliveries for 2013 have soared to 1.59 million TEUs from 380,000 TEUs a year ago and there is still some shipyard capacity available for deliveries in that year. The surge of orders has boosted the capacity growth forecast for

2013 to 8.9 percent, rising to 11.3 percent if all options and letters of intent are exercised. "The unrestrained ordering observed in the last 12 months could lead to more over-supply problems for the industry," Alphaliner said. Clarksons Research has said in a separate analysis that capacity won't grow as much as forecast because deliveries typically have been pushed back several months from the original schedule announcements. **Source: Journal of Commerce**

Seaway Heavy Lifting

Offshore installation

- Platform installations and removals
- Globally available
- 5000 mt crane capacity

Seaway Heavy Lifting



Albert Einsteinlaan 50, 2719 ER Zoetermeer
The Netherlands
e-mail : info@shl.nl



Rolldock proudly announce that their newbuilding vessel **ROLLDOCK SEA** has been delivered by the shipyard on 24th may 2011. Above is the new vessel seen leaving the builder in Hazira, Surat in India

Photo : Henk Alblas - Biglift Shipping (c)

Stena Bulk on the offensive – invests SEK 4.5 billion in three ultramodern LNG tankers

Stena Bulk is on the offensive again – this time in the transportation liquid natural gas. The company has purchased three LNG (Liquefied Natural Gas) tankers from the Taiwan-based shipping company TMT for a total of USD 700 million, approx. SEK 4.5 billion. The three LNG tankers are the "**Stena Blue Sky**" (145,000 cubic metres), which was built in 2006, and the two newly built tankers "**Stena Clear Sky**" and "**Stena Crystal Sky**", each 174,000 cubic

metres. The three tankers are all ultramodern and ice classed. The “**Stena Blue Sky**” is currently chartered by Russian Gazprom with 22 months remaining on its contract. “We believe this to be a very good investment. LNG accounts for a significant part of the growth in the global energy supply and there is currently a shortage of LNG tankers. Consequently, we expect the two newly built vessels to directly command freight rates in excess of USD 100,000 per day”, says Ulf G. Ryder, President and CEO of Stena Bulk.

Capacity utilisation of the 320 or so large LNG tankers in operation is currently nearly 90 percent. In addition, the demand for transportation of liquid natural gas is expected to rise about 8 percent per year over the next ten years. Excellent starting point “In addition to the shipyards’ full order books, there is a need for 60-70 new LNG tankers to satisfy the rising demand up until 2014. LNG tankers are more capital intensive than normal tankers and are about three times as expensive. It takes nearly four times longer to build a LNG tanker than a normal tanker of the same size. Because of this and the more complicated operation of an LNG tanker, there are few players active in the segment”, says Ulf G. Ryder. He adds: “Having in this situation the liquidity and operational know-how to be able to purchase these three vessels so quickly, two of which are so new that they have not even been delivered from the shipyard yet, gives our LNG investment an excellent starting point”. Stena Bulk expects the two newly built vessels to be delivered from the shipyard already in June. They will then be fitted out with supplementary equipment and manned with new crews after which they will be ready to load their first cargo of liquid natural gas at the end of July.

Source: Stena Bulk



The nearly historic cruise ship **PRINCESS DANAE** seen Tuesday in KUSADASI beside the **RUBY PRINCESS**. Clearly can be seen the difference in size of the old and the newest generation of cruise ships.

photo: Cees Kloppenburg

www.photomaassluis.com ©

Havenbedrijf Gent plant truckparking aan Kluizendok

Het Havenbedrijf Gent wil aan het Kluizendok een truckparking met tal van voorzieningen realiseren. Het zoekt een kandidaat voor de inrichting en de uitbating ervan. Hiermee pakt het Havenbedrijf het tekort aan parkeerplaatsen in de haven aan. Op de linkeroever reserveert het Havenbedrijf een plaats voor een 'dienstenzone voor trucks' aan de rotonde tussen het Kluizendok en het Ovaal van Wippelgem. Dit Ovaal verbindt het verkeer op de R-4 West met de ontsluitingsweg rondom het Kluizendok. Het Havenbedrijf geeft dit terrein in concessie om er een truckparking van

minstens honderd plaatsen te realiseren. De truckparking dient 24 uur op 24 toegankelijk te zijn en truckers de mogelijkheid te bieden er enkele dagen te blijven. De zone moet onder meer uitgerust zijn met de nodige sanitaire installaties voor de vrachtwagenchauffeurs.

Bijkomend zijn diensten mogelijk zoals een tankstation voor trucks en personenwagens, een winkel, een restaurant, een truckherstelplaats, tankreiniging, een truckwasplaats en openbare communicatievoorzieningen.

Door deze truckparking te realiseren, speelt het Havenbedrijf in op het tekort aan parkeerplaatsen in de haven. Vaak parkeren vrachtwagens zich in of rond woonzones of op de openbare weg in het havengebied. Hiermee komen de veiligheid en de netheid in de nabij gelegen wijken en dorpen en in het havengebied in het gedrang. Het Havenbedrijf vraagt geen deel in de winst op de activiteiten, maar enkel de concessievergoeding. Kandidaten kunnen zich nog tot vrijdag 27 mei bij het Havenbedrijf aanbieden.



The (ex) **BAP TALARA** and (ex) **BAP LOBITOS** getting ready at the Callao anchorage to be towed away by the **SALVAGE CHAMPION** bound for China to be scrapped

Photo : Ton Oortwijk - TowService B.V. - www.tow-service.nl ©

Australian workers plan industrial action at 3 container terminals

Australian wharf workers are planning to take industrial action this week at three container terminals in the ports of Sydney, Brisbane and Fremantle, a Maritime Union Australia official said Tuesday, Platts reports. The action starts Wednesday in Sydney and Brisbane, and Thursday in Fremantle, and is slated to last for seven days at each site. Melbourne's container terminal was previously part of the planned action but has been withdrawn, MUA spokesman Darrin Barnett told Platts.

The ports' bulk and general cargo terminals will not be included in the action, Barnett said. All members of the MUA employed by Patrick Stevedores Holdings will participate in the action. Patrick's workers have been clashing with management since late last year over employment terms, safety and training issues. Patrick is one Australia's larger stevedoring firms. Its bulk handling business includes alumina, bauxite, fertilizers, grains, woodchips and chemicals.

Source : PortNews

Singapore Shipping Corporation full year net profit soared 76.9% to \$5.6m

Singapore Shipping Corporation (SSC) ended its financial year with healthy gains in revenue and net profit. The Singapore-listed firm saw its full year net profit soared 76.9% to \$5.6m compared to \$3.2m the previous year. Revenue surged to \$15.7m in the year ended 31 March 2011, almost doubled from \$8m seen in the previous year, Seatrade Asia online reports. SSC stated that it is encouraged by its sound financial position and strong cashflow to continue acquiring more vessels to be placed on medium to long term charters. The company had purchased two pure car truck carriers in the financial year of 2011 and the vessels have been placed on 15-year charters. Source :

PortNews



Above seen North Sydney at Nova Scotia with moored the ferries which are serving Newfoundland, With on the left the "BLUE PUTTEES" (or the) "HIGHLANDER" in de middle the ATLANTIC VISION (which is at present for month under repair) and on the right is seen the LEIF ERICSSON (which is under gearbox repairs at present).

Photo : Ard van der Heide ©

Euroseas Ltd. Announces Time Charter Renewals for Two of Its Containerships

Euroseas Ltd., an owner and operator of drybulk carriers and container vessels and provider of seaborne transportation for dry bulk and containerized cargoes, announced that two subsidiaries of the Company have entered into time charter agreement for the following vessels:

M/V Ninos, a 1,169 teu, 1990 built feeder containership, has been extended for about 1 year at a gross daily rate of \$11,200. The new rate will apply from the 1st of June 2011. The new rate represents an increase of about 65% over the vessel's current rate.

M/V Kuo Hsiung, a 1,169 teu, 1993 built feeder containership, has been extended for about 1 year at a gross daily rate of \$11,200. The new rate will apply from the 15th of June 2011. The new rate represents an increase of about 111% over the vessel's current rate.

Following the above mentioned charters, approximately 77% of the Company's total containerfleet days for 2011 and approximately 12% in 2012 are secured under period charters. The Company's drybulk fleet is 100% covered in 2011 via time charter contracts or Forward Freight Agreements (FFAs) and 50% covered in 2012 via time charter contracts.

Aristides Pittas, Chairman and CEO of Euroseas, commented: "We are pleased to announce that we have extended the time charter agreements for **M/V Ninos** and **M/V Kuo Hsiung** at rates of approximately 90% higher than their current rates on average. We look forward to continuing capitalizing on a stronger containership market with the remaining of our vessels come up for re-chartering as any rate increases directly benefit our earnings." **Source : Euroseas**

Odfjell to enter into strategic partnership with Lindsay Goldberg to grow its Tank Terminal Business in Europe and North America

With reference to the stock exchange announcement 13 December 2010 in which Odfjell announced a process to evaluate strategic alternatives for its Rotterdam tank terminal, the Company today informs that it has entered into a letter of intent to form a strategic partnership with affiliates of US-based private equity firm Lindsay Goldberg LLC. The selection of Lindsay Goldberg follows a careful review and discussions with various interested parties.

According to the proposed transaction, it is the intention that Lindsay Goldberg will acquire a 49% interest in each of Odfjell's tank terminals in Rotterdam and Houston as well as in its greenfield project in Charleston. Odfjell will retain a 51% ownership stake. Lindsay Goldberg would furthermore become Odfjell's partner in developing new business in the European and North American tank terminal markets.

Odfjell sees strong growth opportunities in both Europe and North America. The purpose with the proposed partnership therefore, will be to capitalize on these opportunities by establishing a strong platform for further investments and consolidation.

Odfjell considers Lindsay Goldberg a strong and reliable long-term partner who can help fund its ambitious growth plans and provide strategic insight into the energy infrastructure industry. Lindsay Goldberg manages approximately \$10 billion of equity capital and is active in Europe through Oslo-based Lindsay Goldberg Nordic and Düsseldorf-based Lindsay Goldberg Vogel.

President and CEO of Odfjell, Jan A. Hammer, says:

"Lindsay Goldberg is a strong financial investor with a long-term approach to developing businesses and creating value. The firm has extensive experience within the energy infrastructure industry in addition to strong financial backing. Odfjell believes that the proposed partnership will be well positioned to secure further growth and enhance value for Odfjell's shareholders." The letter of intent contemplates a transaction that values Odfjell's assets at approximately 10x EBITDA. In addition, immediately after closing the parties intend to invest EUR 25 million as new equity into Odfjell Terminals (Rotterdam) to facilitate the Company's capacity expansion plans. The proposed transaction is subject to confirmatory due diligence, negotiation and execution of definitive documentation and customary closing conditions. DnB NOR Markets is acting as financial advisor to Odfjell as part of the proposed transaction. **Source: Odfjell.**

Boskalis orders cable laying vessel and acquires Indonesian cable laying contract

Royal Boskalis Westminster N.V. has placed an order with Samsung for the construction of a power cable laying vessel. The vessel with an overall length of 100 meters and with a cable loading capacity of 5,000 ton is expected to be completed in the second half of 2012. Royal Boskalis Westminster N.V. has also been awarded a € 20 million contract to lay two power cable between the Indonesian islands of Java and Bali.



Boskalis, in a consortium with two Asian partners has been awarded a contract by the Indonesia State Electricity Corporation PT. PLN (PLN) to install underwater power cables between the Indonesian islands of Java and Bali. This is a full turnkey project in which Boskalis will place two 150 kV underwater power cables of about 5 km in length between the islands of Java and Bali. Due to the hard and irregular sea bedding and strong sea currents, Boskalis will also place rock to stabilize the seabed and to protect the power cables. The island of Bali currently suffers a constant shortage of power, obliging PLN to request users to conserve power and to schedule blackouts when existing power generation facilities are due for inspection. This project will provide enough additional power to solve Bali's shortage and facilitate the further development of a popular tourist destination, which attracts around 2.3 million tourists each year. The power cable laying vessel design was developed by a joint Boskalis SMIT team within a short time frame and she will strengthen the group's position in the energy markets. There is demand for underwater interconnector power

cables as a consequence of increased energy consumption, geographic disbalances in energy consumption and the growth of off-shore wind farms.

Clipper loses big on Danish ferries

It's been an expensive experience for Clipper to get involved in ferry operations. In Over the past three years, the company lost 1.3 billion DKK - mostly because to the involvement in Danish ferry services. The Børsen reports.

The deficit of 240 million kroner in 2010, the 80 percent being returned at Danish ferry service. "We have some ideas that we want to create some healthy companies for ferry service. When done, we must assess whether firms have a lasting value for us as a company, or whether it is more appropriate to sell them and spend money in our core business," says Henrik Lund Dal partner and financial director of Clipper Group to Børsen. It primarily relates to Danish shipping company Færger, which is owned half Clipper, while the state owns the rest. The Danske Færger expected further losses in 2011, while 2012 would be a surplus. Also its shareholding of 30 percent in Mols-Linien has cost the company additional (capital) losses.

Activities in the Irish Sea has improved competition since DFDS has reduced its activities, while tanker activities have been under pressure. Accounts bright spots are dry bulk segment and project segment together gave a profit of 17 million U.S. dollars in 2010. Clipper operates about 100 dry cargo ships and about 40 multipurpose ships Project segment. **Source: Dagbladet Børsen**

Uniek boek ten doop in Maassluis

Nooit eerder in de geschiedenis van de Nederlandse sleepvaart is er een boek geschreven over één zeegaande sleepboot van Smit. Zo'n boek mag dus terecht uniek worden genoemd. **Yvonne May**, geboren en getogen op een vaderlandse scheepswerf, heeft in twee jaar tijd de prestatie geleverd om het boekwerk te schrijven. Op vrijdag 27 mei, de dag voorafgaand aan de Dag voor de Zeesleepvaart, wordt haar pennenvrucht, dat tegenwoordig meer 'computervrucht', ten doop gehouden in de Buitenhaven van Maassluis aan boord van de zeesleper **Elbe**, waarvan de restauratie bijna is afgerond.

Bij **Yvonne May** moet tenminste brak water in de aderen vloeien, want als kind speelde zij op de werf van Piet Smit Jr. te Rotterdam. Daar heeft zij een passie voor schepen aan overgehouden, die nooit over gaat. Toen zij enkele jaren geleden aan boord stapte van de **Elbe** was zij dan ook onmiddellijk 'verkocht' en meldde zij zich aan als vrijwilliger om de PR-commissie te versterken. Niet alleen bleek zij uitstekend her en der te kunnen bedelen om gratis gereedschappen e.d., zij hield en houdt nog steeds de sponsorlijsten en de donateurs-lijsten bij om maar een enkele van haar activiteiten te noemen. In de commissie ontstond het plan om een boek over de Elbe te maken, waarvan de opbrengst deels ten goede zou moeten komen aan het schip. Zonder ervaring maar met een weergaloze motivatie nam zij het karwei op zich. De geschiedenis van het schip werd uitputtend bestudeerd en vele interviews met oud-bemannings-leden werden gehouden. Kapiteins, machinisten, matrozen, koks, koksmaten, stuurlieden en runners, allemaal legden ze vol enthousiasme hun ervaringen met de **Elbe** aan Yvonne voor, die er een pakkend verslag van maakte. Schepen werden van de ondergang gered, opvarenden overwonnen hun zeeziekte, booreilanden werden versleept. Met droogdokken en half verbrande tankers werd de wereld rond gezeuld. Kortom, een tijdsbeeld passend in het begrip "Hollands Glorie" werd voor het nageslacht vastgelegd. Niet voor niets was de **Elbe** in haar actieve tijd als zeesleper een van de sterkste sleepboten ter wereld.

Maar er was meer: Het schip werd in de jaren zeventig in technische zin overvleugeld door nieuwere eenheden. De **Elbe** werd door Smit Internationale verkocht om als loodsboot voor de Amerikaanse kust dienst te gaan doen. Yvonne nam contact op met de loodsenorganisatie om de ervaringen aldaar op te tekenen. Na ongeveer een decennium werd het vaartuig, nog duidelijk herkenbaar als sleper, opnieuw verkocht. Nu aan de milieuorganisatie Greenpeace, die het schip behoorlijk verbouwde en in tweede instantie zelfs de naam van hun organisatie gaf. Het schip voer de hele wereld rond om protest aan te tekenen tegen misbruik van de natuur. Acties in het Zuidpoolgebied trokken veel aandacht, net als de protesten tegen de Franse kernproeven op Mururoa, waarbij het schip behoorlijk werd beschadigd. De Fransen hebben het herstel overigens later keurig vergoed, maar leuk is anders. Yvonne May heeft alles aan het papier toevertrouwd. Ook het feit dat het schip, na door Greenpeace te zijn vervangen, werd geschonken aan het **Maritiem Buitenmuseum** te Rotterdam en in beheer gegeven bij de **Stichting Maritieme Collectie Rijnmond**, de huidige eigenaar van het vaartuig. Er was twee keer zinken door ongelukkige oorzaken voor nodig om tot de ontdekking te komen dat de vrijwilligers van de **Elbe** onder geen beding afstand van 'hun' schip wilden doen. Ze

zijn er teveel mee verweven. Het restauratieproces werd vanaf het pechjaar 2004 noodgedwongen nog grondiger aangepakt met als resultaat dat de zeesleper er nu weer uitziet als weleer en opnieuw zomaar 40 jaar mee kan gaan.

Het is allemaal te lezen in het boek 'Zeesleper Elbe', dat naast de pakkende tekst meer dan 200 foto's bevat, mede aangedragen en geselecteerd door andere Elbe-enthousiasten. Vanaf 28 mei is het werk, uitgegeven door **Lanasta** te Emmen, te koop voor € 34,95 aan boord van de **Elbe**, bij het **Nationaal Sleepvaart Museum** te Maassluis en bij de betere boekhandels in den lande.

.... PHOTO OF THE DAY



Above seen the tug **SALVAGE CHAMPION** alongside the tanker **TALARA** ready for departure from Callao bound for China where the tanker will be scrapped.

Photo : Ton Oortwijk - TowService B.V. - www.tow-service.nl ©

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](#) (English version) or visit the subscription page on our website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

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