



Number 222 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Wednesday 10-08-2011**

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**Above seen the Belgian Airforce SEAKING RS04 helicopter of 40 Squadron(Koksijde) carrying out a winching demonstration on the White Cliffs of Dover with a DFDS vessel in the background. The helicopter was a guest at the MRCC Open day on August 7th, 2011 and provided a very entertaining display for the crowds!
Photo : Peter Davenport - Deal Coastguard Rescue Team. (c)**

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The Netherlands Kustwacht (Coast Guard) vessel **ARCA** seen off Hoek van Holland

Photo: Skeyesphoto - www.skeyesphoto.com ©

11 boats sank this year



Overloaded ships at the Dubai Creek are facing sanctions in the wake of increased incidences of sinking of boats. Eleven wooden boats sank this year so far because of overloading. "Each of these ships has a red mark to warn of the limit of its weight. However, sometimes you find a ship allowed to carry only 500 tonnes loaded with 700 tonnes!" said the head of Water Rescue Section at the Dubai Police, Maj. Yahya Hussain Mohammed Yahya.

He said that it is risky to the life of both people and the marine environment because of "excessive leakage of chemicals and oil." Maj. Yahya said the operators are driven by insatiable appetite for profits, but they risk losing everything. "They tend to have too much appetite for overloading something that in turn produces opposite

results, since the ships sink sometimes before departure," said Maj. Yahya. He further said: "When the boats are overloaded, they tend to explode."

Maj. Yahya said that Maritime and all the concerned departments would co-operate with the Dubai Police to enforce conditions of safety and security and impose stringent sanctions to the violators. Meanwhile, swimmers have been advised on how to handle the situations when they're faced with the jellyfish, which are in their breeding season.

"When you find yourself in their area, do not attack them, just swim back to the shore and when stung, do not scratch your body but report to the medic directly." **Source : GulfToday**



HAL's **RYNDAM** seen departing from the port of Dover assisted, due to strong winds (30 knots with gusts to 38 knots) from the South West, by two harbour tugs the help the passengerliner to round safely the Prince of Wales pier head.

In the back is seen moored the **COSTA MAGICA**

Photo : Dieter Jaenicke - www.vikingrecruitment.com (c)

Dry bulk market unable to find upward momentum, slumps again

They same that what goes up must come down and nobody seems to have found a better application of this expression, than the beleaguered dry bulk market, which has plunged to new lows yesterday, at 1,264 points, down by 0.32%, since the end of last week, when the Baltic Capesize Index (BCI) had managed to edge forward by 3%, despite all other ship segments being traded further downwards. In fact, the Panamax market was down by 2% and so was the HandySize segment of the market. in the start of the week, the Capesize market went further down to 1,793 points, a fall of 0.61% on the day, while the panamax segment was marginally lower by 0.14% to 1,476 points. According to the latest weekly report on the dry bulk market, issued by Paris-based shipbroker Barry Rogliano Salles, "in India the country's Supreme Court partially lifted an iron ore mining ban imposed last week in a key region of

Karnataka state, allowing state-owned NMDC to mine up to 1m tonnes per month from 6 August. NMDC will start production from two of its existing mines located in the Bellary district. The Supreme Court had imposed an interim ban on July 29, citing environmental degradation. Many Indian steel companies have already been affected by the ban, with JSW Steel cutting capacity due to lack of supplies, while Tata Metaliks said it could shut its plant in Maharashtra state if supplies do not normalise" it said.

Referring to the Capesize market it mentioned that "it finally picked up this week after a month of declines. Moves by Rio Tinto to take up to 10 ships in the Pacific pushed rates up there 5%, and more cargos are expected in the coming weeks. The Atlantic was more varied, with Tubarao-Dunkirk rising 4%, but the fronthaul trade from Brazil-China barely shifted. Overall the BCI rose 3% to 1,804 points while the four time charter moved from 9,408 to 10,032 points, a rise of over 6.5%. This has not yet taken Cape operators into a safety zone however and there are still concerns over positive returns in a market with so many ships available. In the FFA market, there were also positive gains, with August/September and Q4 prices increasing by 5.1% and 2%. However the positive sentiment faded somewhat by the end of the week, and the BCI fell 11 points" said BRS. On the Panamax market it mentioned that "in the Atlantic, it was a quiet week overall, with reported fixtures remaining thin on the ground. Having said this, tonnage supply remained high and rates were under pressure due to limited fresh cargoes coming into the market. The 1A index declined by \$425 (29/07/2011 – 08/08/2011), reflecting a continued bearish outlook, and prospects will remain this way unless we see a notable improvement in cargo volumes. For the Pacific, despite a slight improvement in cargo volumes at the beginning of the new week, overall activity remained muted with little fresh business to be had. The impact of many ballasters sailing away towards the Atlantic in recent weeks has merely slowed down the rate of decline on the 3A index, with levels hovering above \$8,000 per day. The outlook appears relatively flat for the time being, however there is some hope that improved cargo volumes will spur rates on given that open tonnage is a touch tighter than in previous weeks. There were very few period fixtures were reported this week, with rates remaining fairly consistent from the previous week" said the report. Finally the Supramax/Handy market "has been so unpredictable during the last few weeks that we noticed little or no change. The Supra index showed a steady - 5 point difference between Monday and Friday, while the Handies saw an insignificant drop of -1. We noted some grains, scrap and fertilizer cargoes out of the continent to Med, East Med and ECSA respectively. Handies were fixed at about \$11,000 for trips from the Continent to North Africa, and about \$14,000 to East. Handymax saw slightly higher figures of about \$15-16,000 for trips from continent to east Med/Black Sea range. The US Gulf maintained a steady flow with very firm rates. Supramax went at about \$28,000 per day pro for trips to East Med and slightly higher figures of about \$32,000 per day for Far East destinations. Handymax went for about \$23,000 for trips to East Med. We saw more grain cargoes out of the Black Sea but this has still not yet had an impact on the market as Handymax went for about \$10,000 per day for a trip from Emed to west Africa. The south Atlantic market showed stronger numbers on the fronthaul as Handies went for about \$17,000 Brazil-Far East voyages while Supras went at about \$18,000 for trips via west Africa to Far East. The Far East market maintained a steady flow as Supras went at about \$13,000 for China-Indo trips and about \$12,000 for ships delivered in India trip via South Africa to China" concluded BRS. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



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Japan releases Chinese fishing boats

Japanese authorities have released two Chinese trawlers and their crew, after detaining them last week in the Sea of Japan for suspected illegal fishing - according to the Global Times newspaper in Beijing. Japanese media reports say 17 Chinese citizens and their boats were seized last Friday, after they were caught fishing within Japan's exclusive economic zone. Beijing broke-off all high-level contact with Tokyo last September, after Japan detained a Chinese fishing boat captain. Tokyo accused him of ramming his vessel into Japanese coastguard ships.



The **ELEONORA MAERSK** seen approaching Rotterdam-Europoort with in the background the tug **WOJTEK**
Photo : Dave van Spronsen ©

Somali pirate ransoms skirt U.S. directives

A \$3.6 million ransom seized in Somalia in May was destined for a pirate boss subject to U.S. sanctions, an illustration of how a criminal enterprise that costs the global economy billions of dollars pays scant heed to policy directives from Washington.

Documents obtained by Reuters and multiple sources in Somalia show the bungled payment was meant to free the Chinese vessel **MV Yuan Xiang**, and that a pirate gang working for kingpin Mohamed Abdi Garaad was behind the seizure of the ship. While this transaction did not go through, it shows how the ransom industry can operate efficiently despite the strong public stance taken by the United States to curb the financial flows that fuel the flourishing piracy business. The payment of ransoms to Somali pirates is a sensitive and delicate subject. Some \$240 million was paid to Somali pirates last year to free ships and crew and as of July another 400 sailors remained hostage off the Somali coast.

Those in favor of ransoms argue they are the only safe way to free seafarers. Ransom payments are legal under British law, they are covered by marine insurance, and stopping them would lead to hostages being killed in an attempt to extract payment. Those against say that without taking concerted action to curb the rapidly escalating ransoms, the piracy business will inevitably become more sophisticated, more violent and more costly to the shipping industry and the global economy. "Attacks by Somali pirates occur and, in fact, are increasing because of two elements: opportunity and incentive," said J. Peter Pham, Africa director with U.S. think-tank the Atlantic Council.

"The only way to decrease the incidents is to cut off the incentive for them by obstructing the payment of ransoms, if not banning them altogether. While such a strategy is not without its risks, at least initially, over time it is likely to dramatically reduce incidents of piracy," he said. When U.S. President Barack Obama signed Executive Order 13536 in April 2010, including two well-known Somali pirate kingpins on a list of people deemed to be destabilizing forces in Somalia, it sent shockwaves through the shipping industry. But it soon became clear to lawyers that the order was limited in its ability to prevent most ransom payments. Obama's executive order prohibits transactions by U.S. citizens,

permanent residents, or entities organised under U.S. law with the 11 people named on the list and Somalia's al Qaeda-linked al Shabaab rebels, one of Washington's chief targets. "It is U.S. government policy to deny pirates the benefits of ransom payments, as well as other financial and material support they seek to gather," said a U.S. Treasury official. But unless a U.S. person or entity is involved, the U.S. Treasury's Office of Foreign Assets Control (OFAC), charged with implementing the order, will take no further action -- even if other arms of the U.S. government take an interest in the case. "That's where it stops for us, at OFAC," said the official. "From a sanctions perspective ... we have jurisdiction only to the extent that there's a U.S. person involved."

MONEY TRAIL

In the case of the [MV Yuan Xiang](#), documents obtained by Reuters show a ransom payment was transferred by the shipowner, [Hongan Shipping](#), to the law firm [Holman Fenwick Willan's](#) client account at HSBC bank in Hong Kong on May 18. The \$3.6 million was withdrawn in cash on May 23 and given to a representative of East Africa-based risk consultancy firm [Salama Fikira](#), who took the money into Somalia's capital Mogadishu on a plane from the Seychelles. Then it went wrong. Somali security officials seized the cash in unexplained circumstances as it was being transferred to the type of smaller aircraft used to drop ransoms in canisters with parachutes onto hijacked ships, or the sea nearby. As the payment of pirate ransoms is technically illegal in Somalia, three Britons, two Kenyans and an American were arrested, charged and sentenced to jail. They were eventually pardoned by the Somali president and freed, although the Somali government kept the \$3.6 million. The information about the financial transactions was contained in documents carried by one of the men and obtained by Reuters in Mogadishu.

London-based law firm [Holman Fenwick Willan](#), which has long specialised in shipping, and [Salama Fikira](#) declined to comment. According to Holman Fenwick Willan's website, one of its partners specialises in piracy and was involved in resolving more than 70 Somali hijacking cases over two-and-a-half years. In one of the documents, Holman Fenwick Willan states the funds were for humanitarian purposes in the Gulf of Aden and a full explanation of the reason and purpose of the transaction was provided to OFAC and the Hong Kong authorities. OFAC declined to comment on individual cases. "Shipowners have come to us in ransom situations because of this Executive Order and because there are pirate kingpins who are listed in the Executive Order to ascertain what their legal restrictions may be in a specific payment of ransom," the U.S. Treasury official said. OFAC stressed it has never given "authorisation" for any ransom payments. "In responding, OFAC makes clear that any correspondence from OFAC on this issue does not authorize the payment of ransom or constitute a 'non-objection' to the payment of ransom," it said in response to Reuters questions.

PIRATE KINGPIN

Garaad is a well-known pirate leader in Somalia who in 2009 told the Globe and Mail newspaper he exerted direct control over 13 pirate groups made up of 800 hijackers, with sub-lieutenants in charge of each group taking his direct orders. In an Annex to Obama's order, OFAC states that Garaad has acknowledged hijacking the [Maersk Alabama](#) and the [Liberty Sun](#), both vessels carrying food aid to Somalia. While Garaad did not return calls from Reuters, multiple sources within Somalia said one of his gangs was responsible for the seizure of the [Yuan Xiang](#). A Somali security officer, who declined to be named, told Reuters that Garaad called the authorities in Mogadishu repeatedly in the days after the ransom was seized -- demanding the release of the foreigners and the \$3.6 million. A pirate who has partnered Garaad in hijackings and invested in the [Yuan Xiang](#) capture, who also declined to be named, told Reuters on May 26 that the \$3.6 million was theirs. "The seized ransom at Mogadishu airport was ours and we will withdraw the agreement if China doesn't pay the agreed ransom within 10 days. It is none of our business whether it is seized or not," the pirate told Reuters. The [Yuan Xiang](#), seized on November 12, was freed with its 29 Chinese crew in June after the payment of a ransom.

Hijackings off Somalia date back at least 20 years, but it is in the past few years that the business has mushroomed into a multi-million dollar international industry. According to U.S. think-tank [One Earth Foundation](#), the average ransom per ship in 2005 was \$150,000. By 2010, it had jumped to an average of \$5.4 million per ship, with large cargo vessels and oil tankers a popular prey for the seafaring gunmen. In 2011, two ransoms over \$10 million have been paid and analysts fear that once the Monsoon season passes and the seas become calmer, there will be a resurgence in violent hijackings. As of July 20, 20 vessels and 398 hostages were being held by Somali pirates, according to the International Maritime Bureau. So far in 2011, 21 ships have been hijacked off Somalia and seven hostages have been killed. Studies estimate the cost to the global economy from Somali piracy is about \$7 billion to \$12 billion a year.

WASHINGTON VS LONDON?

Washington tried to get Garaad added to the list of Somalis subject to sanctions under U.N. Security Council Resolution 1844 last year, but Britain blocked it to look at the legal issues of ransom payments involving British companies. For now, Britain's "technical hold" remains in place, and rulings by the High Court in 2010 and the Court of Appeal in 2011

made very clear that the payment of ransoms was legal under British law, even if they are likely to fuel more hijackings. Britain's Court of Appeal said in a judgment published on January 26 that there was no recognized principle of morality, no clearly identified public policy, nor any incontestable public interest which could lead the courts to condemn ransoms. Some analysts say there is growing pressure in the corridors of power in London to look at the ransom issue again. U.S. Secretary of State Hillary Clinton said in March that international efforts such as naval patrols were not effective and the continued payment of ransoms by major shipping companies had been a huge problem that needed to be addressed. The U.S. Treasury argues the Executive Order is a powerful tool, not because it will stop a 16-year-old unemployed Somali heading to sea with a gun, but because it can sanction the financial networks that launder pirate kingpins' windfalls. "If you are talking about somebody who is opening bank accounts, who is moving money, who is laundering money, those people have a whole lot more to lose typically, and they are trying to keep one foot in the legitimate financial world," said the U.S. Treasury official. The official said some individuals involved in cleaning dirty pirate money were the subject of an OFAC investigation.

"SUPERBUG PIRATES"

Shipowners who have been involved in ransom payments, say they are a necessary evil and it's simply too late to stop them because the lives of hundreds of hostages would be at risk. Per Gullestrup, a Danish shipowner who paid a ransom in 2009 to free a vessel held by Somali pirates, says for now armed guards aboard ships seem to be the most effective approach. "The Americans have brought up the issue that ransoms should be illegal," said Gullestrup, Chief Executive Officer of Clipper Group. "The argument bears some recognition, but we are too late into the game now ... The train has left the station." Shipowners say armed guards have already reduced the number of successful hijackings. But some analysts, diplomats and reinsurers fear pirates will simply adapt to the new threats to their business and fight fire with more fire. Some analysts worry the end result will be more violence: the pirates will get better weapons -- or perhaps sink a ship to make a point -- and captured seafarers are more likely to be abused or killed.

They also worry that the descent of Yemen into Somali-style anarchy could provide pirates with another base to source weapons and launch attacks. Michael Frodl, a Washington lawyer and head of **C-LEVEL Maritime Risks**, said because piracy had not been tackled robustly enough, it was likely to get worse. "Everything we have been doing now has been half dosages of penicillin against the pirates, and they come back stronger and smarter. We're creating superbug pirates by all these half measures," he said. **Source: Reuters**



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The **UAL GABON** seen outbound from Pointe Noire last Friday - **Photo : Marc Veenstra ©**

Oil slick spreads from sunken ship off Mumbai

Indian authorities on Monday worked to clean up an oil spill from a cargo ship that sank off Mumbai last week, with oil found on beaches and in water near the city's shoreline. The defence ministry, which has responsibility for the coastguard, said the latest aerial survey of the slick indicated that broken patches of oil had been spotted up to 12 nautical miles from the vessel.

But the department said the oil was still eight to nine nautical miles from shore and that the rate of the spill from the **MV Rak Carrier** had decreased from 1.5 to 2.0 tonnes per hour to about one tonne per hour over the last 24 hours.

Coastguard and pollution control teams have been attempting to neutralise the affected area using oil spill dispersant, India's maritime watchdog, the Directorate General of Shipping, said. The government of Maharashtra state, of which Mumbai is the capital, said in a separate release that "there is no immediate threat to (the) Mumbai coast from this (oil)". "There is no cause for any panic," it added.

Oil has been found on beaches in the north of Mumbai but tests are being carried out to determine its source, the government said. The **MV Rak Carrier** was travelling from Indonesia to Gujarat state in western India when it got into difficulties in stormy weather and sent a distress call about 22 nautical miles off Mumbai last Thursday. Its 30-strong crew was rescued before the 220-metre (722-feet) ship sank. It was carrying just over 60,000 tonnes of coal and had about 290 tonnes of furnace oil and 50 tonnes of fuel oil on board. Fishing boats have been warned to steer clear of the area, though fishing is banned until August 15 because of the annual monsoon rains.

An unmanned oil tanker, the **MT Pavit**, ran aground in the area on July 31 after drifting undetected for more than a month across the Arabian Sea. Its crew abandoned ship after reporting flooding in the engine room and loss of power. **Source : IndiaTimes**



The **MAERSK EMDEN** seen westbound in the Singapore Straits – **Photo : Piet Sinke ©**
Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

Dungeness RNLI to get new lifeboat from £6m legacy gift



Dungeness is to become the first place in the South East to get the RNLI's new class of lifeboat following a £6m legacy gift. **Barbara Morrell** left the money to the RNLI in her will, requesting that it be used to fund a lifeboat for Kent.

A £1.5m **Shannon class** lifeboat, a new launch and recovery equipment worth £850,000 will be given to Dungeness.

Mrs Morrell, from Bromley, died in 2009, aged 95. Her family supported the RNLI and helped with fundraising. Chris Ubee, RNLI lifeboat operations manager at Dungeness, said: "I am delighted that Dungeness has been chosen to





receive the latest class of lifeboat. "We are all really excited here at the station. We can't wait for the trials of the new boat due to take place in early 2012."

The new lifeboat will be named **The Morrell** in memory of **Mrs Morrell**, her late husband **Stanley**, her brother-in-law **Cyril**, and her sister-in-law **Patricia**. Family friend and executor **Jackie Simmons** said: "**Barbara** would have been overjoyed to know that her home county will benefit from her gift. She was an avid fan of the RNLI's lifesaving work."

Money from the legacy will also go toward the cost of the upkeep and maintenance of the lifeboat. Sue Fernley from the RNLI said: "This is a particularly generous gift for which we are truly grateful, as we are for all legacy gifts, no matter how large or small, whether they help towards a boat or protective boots. "They all help our volunteers and lifeguards stay as safe as possible while saving lives." The Morrell will be launched at Dungeness in 2013. **Source : BBC**

The advertisement features a collage of industrial images, including a crane lifting a large object and a ship at a port. In the center is a logo with an anchor and a person, with the text "DNV 2.7-1" below it. Below the collage, the text reads: "Wire Ropes • Towing, Lifting and Hoisting Equipment • Consulting", "Nijverheidsweg 21 - 3161 GJ Rhooen - Tel. +31-(0)10-5018000", and "VLIERODAM B.V. - THE NETHERLANDS – www.vlierodam.nl". A small logo with the letters "VRD" is in the bottom right corner.



The ETV **ANGLIAN MONARCH** is seen leaving Folkstone to patrol the French coast, repainted in the colours of her owners **J P Knight** in anticipation of the ETV contract ending in September. **Photo : Jack Gaston ©**

Noble Corporation Announces New Contracts and a Contract Extension for Rigs in the Gulf of Mexico and North Sea

Noble Corporation announced that it has been awarded a contract for the semisubmersible rig **Noble Paul Romano** and received a contract extension on the semisubmersible rig **Noble Max Smith**, two rigs located in the Gulf of Mexico. In addition, the Company has been awarded a contract for the jackup rig **Noble George Sauvageau** operating in the Southern sector of the North Sea. .

The **Noble Paul Romano** has been awarded a six well, approximately 180-day contract by Gujarat State Petroleum Corporation Ltd. (GSPC) for operations offshore Egypt at a dayrate of \$325,000, excluding mobilization revenues. The rig, which has been idle in the U.S. Gulf of Mexico since June 2010, is expected to commence the new contract in October 2011, following mobilization to an initial drilling location in the Eastern Mediterranean Sea. The contract could be extended for up to four optional wells. The **Noble Paul Romano** is a Noble EVA 4000, conventionally moored deepwater semisubmersible rated to operate in water depths of up to 6,000 feet. .

Also, the **Noble Max Smith**, operating offshore Mexico for Pemex Exploracion y Produccion (PEMEX), has received a five-month extension of its current contract. The extension commenced in August 2011 at a dayrate of \$380,000. The **Noble Max Smith** is a Noble EVA 4000, conventionally-moored deepwater semisubmersible capable of operating in water depths of up to 7,000 feet. The rig has operated offshore Mexico since August 2008.

In addition, the Company reported that the semisubmersible rig **Noble Driller** commenced its full operating dayrate of \$383,000 on August 1, 2011 and has mobilized to an operating location in the U.S. Gulf of Mexico. The rig is under contract through June 2013. Finally, the **Noble George Sauvageau** has been awarded a one-year contract by Wintershall for operations in the Southern sector of the North Sea at a dayrate of \$115,000. The rig is now firmly committed through 2012. **Source: Noble**



The **BOW SUMMER** seen outbound from Rotterdam – **Photo : Yvonne Groeneveld ©**

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Abuse allegations against fishing crews

Crews on foreign-charter fishing boats operating in New Zealand waters were subjected to physical, mental and sexual abuse, according to a report by Auckland University. The report by the University's Business School due to be released on Thursday was based on interviews with crew members of the South Korean fishing trawler **Oyang 70** which sank with the loss of six lives in August last year, and its replacement vessel the **Oyang 75**.

It found that crews were regularly exploited by fishing companies and the agents who hired them, and that New Zealand officials were routinely lied to about wages and conditions. Researcher Dr Christina Stringer told Radio New Zealand the Indonesian crew of the **Oyang 75** told her of being beaten, working 40 hour shifts until they begged for a break, and sexually abused. Some workers were given fish bait for their meals, she said.

The company at the centre of most of the allegations, **Sajo Oyang Corporation**, has rejected the claims describing them as "bizarre". Source : NZHerald

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NAVY NEWS



The A 390 RFA **WAVE RULER** seen arriving in Willemstad (Curacao)

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

HII Delivers Submarine Ahead of Schedule



Huntington Ingalls Industries has announced that its Newport News Shipbuilding (NNS) division delivered the Virginia-class submarine **California (SSN781)** to the U.S. Navy August 7th. The delivery came more than eight and a half months early to the contract date and nearly five months faster than NNS' previous delivery of **New Mexico**.

California, the world's most modern and sophisticated nuclear-powered attack submarine, recently returned to NNS following the successful completion of its third and final round of sea trials. "This is the day that shipbuilders work toward," said Becky Stewart, vice president for submarine programs at NNS. "Delivery marks the passing of ownership from the shipbuilder to the Navy, and we couldn't be more proud of this ship and the shipbuilders that built her. Our team put a lot of hard work into this submarine, and it shows. **California** is the fourth Virginia-class delivery for us, and each successive ship has been delivered with the highest quality at a lower cost and shorter schedule."

California is the eighth submarine in the Virginia class and the first delivered by NNS since the return of the Newport News Shipbuilding name. The ship's construction began Feb. 15, 2006, and the keel was laid during a ceremony held May 1, 2009. **California** was christened Nov. 6, 2010, and launched Nov. 13, 2010. The commissioning has been scheduled for Oct. 29 by the Secretary of the Navy.

Newport News Shipbuilding, one of only two shipyards capable of designing and building nuclear-powered submarines, is teamed with General Dynamics Electric Boat to build Virginia-class submarines. Designed to meet the Navy's requirements in a post-Cold War era, Virginia-class submarines use advanced technologies to increase firepower, manoeuvrability and stealth. The 377-foot long submarines are capable of submerged speeds of more than 25 knots and can stay submerged for up to three months at a time. **Source : MarineLink**



Russian sailors during the **Vladivostok Navy days 2011** wave goodbye to the Chinese guests, after participating in the event.

USS Radford Ready For Final Mission

The 583-foot former Navy destroyer is tentatively scheduled to be sunk off the coasts of New Jersey, Delaware and Maryland this week, becoming the largest ship reefed off the Atlantic Coast



For more than 25 years, the **USS Arthur W. Radford** and her crew served the United States, providing support to other Navy vessels at sea and to U.S. troops in other parts of the globe. This week, eight years after she was decommissioned, the former USS Radford will begin her newest and last deployment, becoming a 583-foot haven for divers, anglers and marine life 26 miles southeast of the New Jersey coast. The **Radford** may mark the end of an era, as it may become the last Navy ship turned into an artificial reef. Due to rising prices for scrap metal, the Navy has shelved the reefing program in favour of recycling and selling the various metals, which often include brass and expensive alloys.

It's taken 14 months to prepare the ship for this week's final voyage, which the contractor preparing the ship, American Marine Group, has tentatively set for Wednesday. If the weather is uncooperative, the sinking will be on Thursday on the Del-Jersey-Land Inshore Reef, a site 26 miles equidistant from the inlets of Cape May, NJ, Indian River, Del., and Ocean City, Md., as part of a cooperative regional effort to enhance fishing and diving opportunities for New Jersey, Delaware and Maryland.

Because the ocean bottom off the Atlantic Coast is a generally flat, sandy bottom, artificial reefs have become a popular way to create structure that draws marine life – and improves fishing.

New Jersey's artificial reef program, the largest in the nation, began in 1984. It was the brainchild of Bill Figley, who was a fisheries biologist for the state Department of Environmental Protection's Division of Fish and Wildlife until he retired in December 2005. It was Figley, one of the top artificial reef experts in the nation, who helped choose the sites for the Del-Jersey-Land reefs (there's an offshore regional reef, as well), in conjunction with officials from Delaware and Maryland. In 2006, the site was approved and received the permits needed to be used for sinking large ships and other materials to create artificial reefs.

The **Radford** isn't the largest Navy ship to be sunk. In May 2006, the former **USS Oriskany** was sunk off the coast of Florida in the Gulf of Mexico, the first Navy ship to be reefed. The 888-foot vessel is now nicknamed the **Great Carrier Reef**, and within two years of its sinking was heavily colonized by all sorts of marine life, from plants and mussels to bottom-dwelling, structure-loving fish. It is considered one of the top 10 sites in the world for recreational divers.

That is the fate and the future that is hoped for the Radford, according to Hugh Carberry, who succeeded Bill Figley



as New Jersey's artificial reef program coordinator. Extensive work has been done to turn the Radford into what Carberry believes will be a world-class diving and fishing destination. For starters, miles and miles of wiring, thousands of pieces of electronics and hundreds of other items – from sailors' bunks and lockers to the stoves in the kitchen and the dryers in the laundry room to the turbines that powered the vessel through the water – had to be removed.

Watertight doors – dozens of them – had to be taken off their hinges. Openings the size of a garage door had to be cut into the decks and through the walls of the ship, and edges rounded off as a protection to divers. And anything that could possibly be considered a contaminant had to be removed. Fortunately, because the **Radford** was built significantly later than the **Oriskany** – which was loaded with toxic substances including wires covered with PCB-laden sheaths – the challenges of cleaning the **Radford** were reduced, according to Tim Mullane, head of the American Marine Group.

The process of preparing the **Radford** began in June 2010, when the state of Delaware took title to the **Radford** from the Navy. Delaware is the lead state on the project, but all three states paid a share of the \$945,000 that it's costing to prepare the ship. New Jersey's share was paid by a grant from the **Ann E. Clark Foundation**. The Navy is paying a portion of the project's costs, as well. Once the states took possession, the ship was then brought to the Philadelphia Navy Yard, where Mullane and his employees set to work. In addition to cleaning out the interior, they had to remove several feet of superstructure from the top of the ship to ensure there is a minimum clearance of 65 feet of water. Carberry said struts have been welded onto the ship to ensure she rests upright on the bottom, creating maximum surface area. Once deployed, the ship should last 100 years on the ocean floor, he said.

The cleanup work was completed in the late spring, leaving certification and approvals from the **Environmental Protection Agency** and the U.S. Coast Guard to move forward with the sinking. The approvals from the EPA, which is headed by Lisa P. Jackson, have taken the longest, Mullane said, because the EPA continued to request the same data repeatedly. Jackson was head of New Jersey's DEP and gave the approval for New Jersey to pursue more New York subway cars to add to those already deposited on the state's 15 artificial reef sites. "This is the cleanest ship that's ever been reefed," Mullane said. The final approvals were received in the first week of August, and the sinking date hastily arranged to take advantage of a projected window of calm seas that will enable a large crowd to watch the sinking – both from private vessels and from a ferry chartered from the Cape May-Lewes fleet specifically for the event. Among the dignitaries invited to the event are hundreds of former crewmen who served on the **Radford** during her 25 years of military service. They will be there to say farewell to an old friend, one beginning a new mission that will continue long after those who watch her sink have passed on. **Source : Barnegat patch**

SHIPYARD NEWS



The Mermaid's newbuildings **Mermaid Vanquish** and **Mermaid Discovery** at the JSML yard in Jurong
Photo : Capt. Jelle de Vries ©

ROUTE, PORTS & SERVICES



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Overview of the port of Dover with several ferries and on the far right the **COSTA MAGICA** and HAL's **RYNDAM**
 Photo : Dieter Jaenicke - www.vikingrecruitment.com (c)

Shipowners Beefs Up Its Singapore Branch

P&I insurance provider, **The Shipowners' Club**, continues to expand business in the Asia-Pacific region; invests additional resource in its Singapore branch in order maintain service levels and respond to market growth. London & Singapore, 9th August, 2011 Growth in demand for its liability insurance cover for small and specialist vessels of all types is cited as a major imperative behind Shipowners' moves to expand its team of underwriters and claims handlers at its Singapore branch. Improved customer service to Members and their brokers based on local, time zone based expertise is another goal of the expansion. As is the development of new products and simplification of existing cover more appropriate to the market's needs. In announcing a raft of new employees and some changes in the responsibility of personnel, Shipowners General Manager of the Singapore branch, Steve Randall said, "Since opening our Singapore branch in 2009, we have continued to provide our customers with a global service but on a local basis. This has allowed us to forge closer bonds with our Members and their brokers in the region. As a result, we are seeing a constantly growing membership and broker base here, which requires us to increase significantly our office personnel." Robert Hunt, is moving from the London branch to Singapore in early-August. Robert, who has worked in the P&I market for many years, firstly as a broker and for the last seven years at Shipowners as an underwriter, has had responsibility for undertaking the Club's Australasian and Far Eastern Members for some years and will be better positioned geographically to service these accounts from the Club's Asian hub. Joining Shipowners after five years with Standard Asia is Singaporean Dolf Ng. Also an underwriter, who started with the Club earlier this year, Dolf will bolster the branch's underwriting capacity and help develop the Club's business in the Asia-Pacific region. The department is also well supported by two underwriting assistants; Celine Lim gained experience in commercial underwriting before joining the Club a little over two years ago and Yang Shangrong, who joined late last year and has

a varied background in business commerce solutions and sales and customer support. On the claims side, the Singapore branch has significantly developed its resource within the last six months with two claims handlers having been appointed earlier this year; Shirley Ng has experience as both an insurance broker and a claims manager at a freight forwarding company in Singapore, while Rosli Bin Samat has a wealth of marine and cargo related experience. Having joined Shipowners from a position responsible for insurance claims at a major shipowner involved in the offshore industry, Rosli also has experience as a marine surveyor and has three years sea-going experience. Steve Randall comments, "We are determined to resource the branch with the relevant skill set to further improve our service to Members and their brokers here in the Asia-Pacific region. Our commitment to provide insurance solutions and to develop new products has never been stronger and we will develop our programme of tailored seminars to help inform Members on loss prevention and claims reduction management in particular."



Upon completion of the offloading of the project materials at the **Sarens** PWA quayside in Dordrecht the **NORDICA** is above seen departing for her next assignment – **Photo : Erik Aarts – Sarens Nederland ©**

SHIP SPOTTING IN PORT OF ROTTERDAM

Steven Oppeel (<http://www.stevo.be>) is planning on **September 11th 2011** to organize a boat trip through the **Port of Rotterdam**, to date the largest port in Europe. The trip will last for 3 hours for as little as €36,00 per person (unless he can hire another boat), for which we need a minimum of 12 people to be able to sail. As from 24 people we take 2 boats, which will give us some nice group photographs. As it is impossible to see the whole port, we need to limit this trip for which we give you the opportunity to give your preference.

- a) Cruise in the Waalhaven, where we sail in and out of docks and are able to see different types of ships.
- b) Cruise on the Maasvlakte where the Rotterdam giants call.

If you are interested to participate in this trip, please contact **Steven** at : mail@stevo.be

Orient Overseas announces 2011 interim results

Orient Overseas (International) Limited and its subsidiaries (the "Group") announced a profit after tax and non-controlling interest attributable to equity holders of US\$175.0 million for the six month period ended 30th June 2011. The profit for the same period in 2010 was US\$1,284.6 million which included US\$1,004.4 million profit on the sale of the Group's PRC property development business. Excluding that profit element, the 2011 interim result represents a

US\$105.3 million or 38% decrease in earnings from comparable activities. The profit after tax and non-controlling interests attributable to equity holders for the first six months of 2011 includes a revaluation US\$5 million of Wall Street Plaza to reflect an independent assessed market value for that property of US\$160 million as at 30 June 2011. There was no revaluation gain or loss for Wall Street Plaza in the equivalent 2010 interim period.

Earnings per ordinary share for the first half of 2011 were US28.0 cents, whereas earnings per ordinary share for the first half of 2010 were US205.3 cents of which US44.8 cents per share were from comparable continuing operations.

The Board of Directors is pleased to announce an interim dividend for 2011 of US7.0 cents (HK54.6 cents) per ordinary share. The dividend will be paid on 7th October 2011 to those ordinary shareholders whose names appear on the register on 7th September 2011. The Chairman of OOIL, Mr. C C Tung, said, "Following the record result for our container transportation and logistics business in 2010, trading conditions in the first half of the year have been difficult and the outlook for the full year is disappointing. Demand levels remain reasonable as reflected in an overall year-on year increase in liftings, but, with the rate of new capacity introduction having outpaced demand growth, freight rates on many east-west trades have steadily deteriorated since last year. This is particularly noticeable on the Asia-Europe trades. The deterioration in freight rates has occurred despite the need for improved revenues to offset the significant increases in the price of bunker and other energy related costs that have occurred this year."

"The container shipping industry remains extremely competitive with a fine balance between supply and demand that sees rates fall rapidly when new capacity is introduced in an injudicious manner. Improving services for customers so as to attract additional volume and to avoid profitability being unduly sacrificed, is essential given the ongoing cost pressures that all operators face", said Mr. Tung. OOCL's total liftings for the half year were 9.4% higher than in the first six months of 2010, while freight revenue per TEU was 0.9% lower, primarily reflecting the impact of the decline in freight rates on the Asia-Europe trade.

OOCL took delivery of just one new-build vessel, the [OOCL Beijing](#), during the first half of 2011- being the first 8,888 TEU vessel from Hudong-Zhonghua Shipbuilding. A second unit of the same series, the [OOCL Canada](#), was delivered in July. Mr. Kenneth Cambie, the Group's Chief Financial Officer, noted that "The delivery of remaining six 8,888 TEU vessels on order from Hudong-Zhonghua Shipbuilding will be completed by 2014. Currently all vessels in our fleet, including these new additions, are fully deployed in our services. During the first half of 2011, OOCL placed orders for ten 13,208 TEU vessels from Samsung Heavy Industries for delivery in 2013 and 2014. Though it is not yet a regulatory necessity, the design of these vessels has already taken into account impending IMO energy efficiency requirements."

Wall Street Plaza continues to perform in line with expectations, and based on an independent valuation, it has been re-valued upwards by US\$5 million as at 30 June 2011 to reflect an assessed market value of US\$160 million. In April this year, Beijing Oriental Plaza was successfully floated publicly via a Real Estate Investment Trust ("REIT"). The Group's interest in Beijing Oriental Plaza is indirect, via investment in its ultimate parent, Hui Xian Holdings. The Group's holding in Hui Xian Holdings has been revalued as at 30 June 2011 to US\$173.6 million. Mr. Tung commented on the outlook in the container shipping market, "The late introduction of peak season surcharges on the Trans-Pacific trade, despite reasonable levels of demand, is an indicator of the difficult trading conditions expected for the remainder of the year. Capacity deployment issues in the industry are likely to continue in the near term, and the traditional peak season lift in demand may give only limited improvement, at best, in average freight rates over the remainder of the year. There is uncertainty as to how strong consumer demand in the United States will be over the Thanksgiving & Christmas retail selling seasons this year following the recent termination of the US Government's fiscal and monetary stimulus programs."

"While the economies of northern European countries are performing well, the support needed for those members of the Euro-zone with excessive levels of sovereign debt may constrain consumer demand. Overall, this will make for continued difficult trading conditions in the second half of the year with relief from high oil prices and increased energy-related costs not expected", said Mr. Tung. Mr. Tung concluded, "Despite the disappointing trend in freight rates during the first half of the year, the Group has remained profitable. OOCL's results in the first half, particularly its operating margin, remain at an acceptable level despite the high price of oil – reflecting our success in meeting and exceeding customer expectations while keeping a tight control on its cost base. But with the industry still to absorb further new capacity in the second half of the year, and given the uncertain economic outlook in the United States and Europe, together with the ongoing pressure from energy costs, we expect that trading conditions for the second half of this year will be difficult. Despite the poor short-term outlook, the Group remains in good financial health and is on a clear path of sustainable competitive growth." As at 30th June 2011, the Group had total liquid assets amounting US\$2,507.6 million and a total indebtedness of US\$2,629.2 million. Net debt as at 30th June 2011 was therefore US\$121.6 million versus net cash of US\$1,468.8 million as at the 2010 year-end.

Mr. Cambie noted that, "The change from a net-cash to a net-debt position in the first half of 2011 was mainly due to the decrease in liquid assets after payment of the 2010 dividends, and as a result of deposits made for newbuilding

orders. The Group continues to have sufficient borrowing capacity and remains comfortably within its target of keeping its net debt to equity ratio below 1:1." OOIL owns one of the world's largest international integrated container transport businesses which trades under the name "OOCL". With more than 270 offices in 60 countries, the Group is one of Hong Kong's most international businesses. OOIL is listed on The Stock Exchange of Hong Kong Limited.

Source : PortNews



Above seen [T&T Marine's BIG-T](#) and the [CURTIS-T](#) lifting a [Huisman Crane](#) from a delivery ship and installed it on a DSV under construction at the Bollinger Yard. Total weight was 530 ton. The [CURTIS-T](#) just held little weight on the tip to adjust the angle so the pedestal could be lowered through a pre-cut house. The crane was lifted, set in place and held while welders secured the crane. - [Photo : Kevin Teichman - T&T Marine, Inc. \(c\)](#)

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Costa Cruises Announces Plans to Remodel the "Romantica"

Costa Cruises recently announced that it has placed a new order with San Giorgio del Porto shipyard in Genoa for major restyling operations on the ship **Costa Romantica** (53,000 gross tonnage and 1,697 total Guests), presently operating for the Costa fleet. Costa Cruises is investing a total of around 90 million euros (over \$128 million) for this work. San Giorgio del Porto shipyard – which belongs to Genova Industrie Navali Holding Company – will be supported by the sister company T. Mariotti shipyard.



The **COSTA ROMANTICA** seen moored at the Singapore Cruise Terminal – Photo : Richard van der Werf (c)

After the restyling, to be carried out from the end of October 2011 to the end of January 2012, the **Costa Romantica** will be completely renovated and will be known as the "**Costa neoRomantica**." The extensive make-over will include the construction of new areas and the introduction of services that represent a major evolution in the Costa product.

Sophisticated atmospheres will be created throughout the **Costa neoRomantica**, starting from a contemporary, particularly elegant and refined interior design. Tillberg Design, a Swedish design company that has designed the interiors of about 130 luxury yachts and prestigious cruise ships over the last 40 years, and Syntax, a London-based company that specialises in hotels and prestigious wellness centres, have been commissioned to develop the interior design.

New areas on the ship will include a wine bar, with 100 different labels and a wide selection of cheeses from around the world, a coffee bar to enjoy sweets and coffee, a show lounge bar with dance floor, a cabaret and a night-club. Amenities will also include the Samsara Spa, a 4,200-m² wellness area with gym, a swimming pool for thalassotherapy, treatment rooms, sauna, Turkish bath, 50 cabins and 6 suites and a restaurant.

During the restyling works in the Genoa dry-dock, 2 new half-decks will be added, along with 111 new cabins, and 120 cabins and suites with private balconies will be created. Total guest capacity will increase from 1,697 to 1,800, while the number of cabins will increase from 678 to 789 and the total displacement to approximately 56,000 gross tonnage.

Once restyling has been completed at the end of February 2012, the **Costa neoRomantica** will sail 11-day cruises to the Canary Islands, with departure from Savona. During the 2012 summer season, the ship will be positioned in North Europe for 2-week cruises with brand new itineraries **Source : MarineLink**

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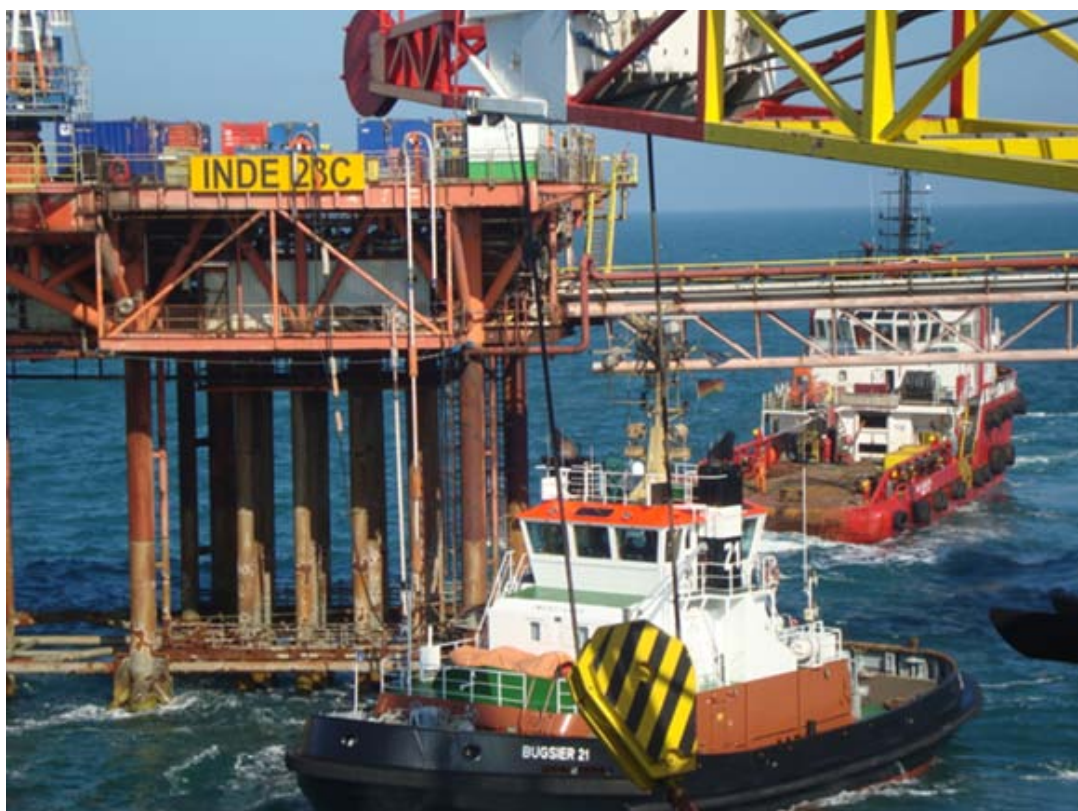
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Man overboard drill exercise with the **ERRV NAPORISITY** up in Sakhalinsk, Russia. The **NAPORISITY** is the standby vessel for Semi Sub **SONGA MERCUR**.

Photo : Matthew Grech (c)



Above seen the rig move of the **SEAFOX 1** to Perenco's 23 Charlie platform in the Inde field, tug used for the move were the **BUGSIER 21** and **BOA MAGNITOR**, above the tugs passing over the wire underneath the bridge on 23C.

Photo : Tjibbe Bruinsma ©

Concordia Maritime upgrading ships and changing fleet disposition

Concordia Maritime has now completed the upgrade of two of its P-MAX tankers to chemical class III, so-called IMO III classification. This means that the vessels are now also able to transport vegetable oils, in addition to refined petroleum products and crude oil. The vessels in question are the **Stena Performance**, re-delivered from her time charter at the end of June, and the latest addition to the fleet, the **Stena Premium**, delivered from the shipyard in June. An IMO III upgrade means that the vessels' flexibility in the market is increasing and more days laden than in ballast can be achieved.

The **Stena Performance** has been employed on the open market since July. Her operation is handled by Stena Weco on our behalf. Stena Weco is a joint venture between the Stena tanker company Stena Bulk and Danish Weco, a company specialized in transporting vegetable oils. The **Stena Premium**, is on a 3-year time charter to ST Shipping, a company in the energy conglomerate Glencore.

Concordia Maritime also has, in return for compensation, reached an agreement with the French energy company Total for the early re-delivery of one of the four vessels on charter to them. This P-MAX, the **Stena Provence**, will therefore be employed in the open market from August and it is planned to upgrade also her to IMO III during the autumn.

Hans Norén, President, commented: "The **Stena Performance** was the first P-MAX in our fleet to be re-delivered from her time charter contract and it is important to get as much flexibility as possible on the spot market and thus increase earning potential. The IMO III upgrade is an important factor in this respect. We have worked hard on this project since January and it is satisfying to note that two of our vessels have now been upgraded. We are also very much looking forward to working with Stena Weco, which, in addition to being experts in transporting oil, also has extensive knowledge and a large market presence when it comes to transporting vegetable oils. The French energy company Total has been involved in the P-MAX project since the beginning in 2002/2003. We have now agreed on the

re-delivery of one of the four P-MAXs they charter from us about 1.5 years in advance. Both companies' tonnage needs change over time and it is natural and entirely consistent with our good collaboration to reach this type of settlement."

Göran Hermansson, CFO, commented: "The investment in the IMO III upgrade amounts to slightly below USD 1 million, equivalent to about SEK 6 million per vessel. However, it also increases the vessels' market value by at least this amount. Our forecast for 2011, USD 10-13 million in result before tax, equivalent to SEK 65-85 million, remains unchanged." **Source : Concordia Maritime**

Wartsila Chosen to Supply "Bangkok-Max" Container Ships

Wärtsilä will supply the main engines for the first series of eight "Bangkok-max" container ships being built at the Guangzhou Wenchong Shipyard in China. The ships, ordered in June, will serve as feeder vessels in Asian waters.

The scope of supply includes eight Wärtsilä RT-flex60C main engines, which will be built by a Wärtsilä licensee, Hudong Heavy Machinery (HHM), based in Shanghai. The engines are compact - an ideal size for the narrow engine room on the ships - and were designed for fuel-efficiency. Four of the ships are being built for Buss Shipping, part of Buss Group from Hamburg, which is known for its port operations in Northern Europe and for its Container Financing by Buss Capital. The other four ships are for Eastern Mediterranean Maritime Limited, a ship management company with its head offices in Athens, Greece. The machinery for the first of these 1700 TEU container vessels is scheduled to be delivered in 2012, with the remainder being delivered at regular intervals thereafter. **Source : MarineLink**

OLDIE – FROM THE SHOEBOX



The Steam Tug "**Rifleman**" seen in the King George dock Hull in yester years

Photo : Pete Elsom - Ship Support Limited (c)

BOEKBESPREKING

Door : Frank NEYTS

“The Splicing Handbook”.

Bij Adlard Coles Nautical verscheen een derde editie van een buitengewoon interessant boek onder de titel “**The Splicing Handbook. Techniques for Traditional and Modern Ropes and Wires**”. Samenstellers zijn **Barbara Merry** en **John Darwin**. Het boek betreft één van de weinige uitgaven dat zich volledig op het splitsen van touwen en kabels toelegt. Een bestseller, waardoor een derde editie zich opdrong. Het boek richt zich tot de leek én tot de professionele zeeman. De geschreven uitleg wordt alle recht aangedaan door opeenvolgende stap-voor-stap illustraties. Niet enkel traditioneel touw komt aan bod, ook het splitsen van high-tech, gladde en synthetisch touwwerk zoals Spectra, Dyneema en Kevlar komt aan bod. De auteur **Barbara Merry** is een autoriteit op haar vakgebied. Haar ervaring bouwde ze over meer dan twintig jaar op in de “splicing trade”. Ze werkte op tal van uiteenlopende projecten, van kleine traditionele zeilschepen tot commerciële vissersvaartuigen en de schepen van de US Coast Guard. Ze gaf aan verschillende gespecialiseerde scholen les.

“**The Splicing Handbook**” (ISBN 978-1-4081-4197-7) kost £16.99 en telt 246 pagina's.. Bestellen kan via de boekhandel, of rechtstreeks bij de uitgeverij Adlard Coles Nautical, 38 Soho Square, London W1D 3HB,UK. www.adlardcoles.com

.... PHOTO OF THE DAY



The **SEA JACK** seen arriving in IJmuiden with the tugs **BEVER**, **SIRIUS** and **SEA GOLF**
Photo : Joop Marechal (c)

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