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Seen in Kholmsk (Sakhalin) the OSCV Normand Oceanic in the process of loading umbilical reels to commence umbilical lay in the Kirinskoye field.

Photo : Pieter C Holtes - GM Marine Warranty Surveyor (MWS) ©

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The newbuilding **CSD ATHENA** seen passing Rotterdam – Photo : Joris Baas ©

Imtech receives the designation 'Royal' (Royal Imtech)

Imtech N.V. (IM-AE, technical services provider in Europe and on the global marine market) announces that Her Royal Highness the Queen of the Netherlands has decided to grant Imtech N.V. the right to use the designation 'Royal'. This special Predicate is awarded by Mr. Jan Franssen, Queen's Commissioner in the Province of South Holland, in the presence of Mr. Ahmed Aboutaleb, Mayor of Rotterdam. Royal Imtech is now a fact. Imtech CEO René van der Bruggen: 'Naturally, we are proud on the fact that we are allowed to call ourselves 'Royal Imtech'. This forms the pinnacle of 150 years of entrepreneurship, and specifically of the tremendous growth in activities that we have experienced over the past two decades. We have grown from a Dutch company established over a century and a half ago into one of the strongest players in the technical services market in Europe, as well as occupying a top-five position in the global marine market. Our 27,000 employees work for over 21,000 customers. More than 25% of our revenue stems from intelligent, 'green' technology solutions in the European markets of buildings, industry, traffic & infra and the global marine market. Our revenue (turnover) totals over 4.5 billion euro and we have developed an ambitious growth strategy for 2015 that is aimed at generating revenue of 8 billion euro. The designation 'Royal' fits perfectly within this growth strategy. Royal Imtech symbolises the respect, appreciation and confidence of all our stakeholders: our customers, employees, investors, business partners and everyone we work with.'

What does the designation 'Royal' imply?

The designation 'Royal' is a distinction that can be granted to associations, foundations, institutions and major firms. The designation 'Royal' was conferred for the first time in 1806 by King Louis Napoleon on what was then known as the Staatsdrukkerij (State Printing House) and the Netherlands Navy.

To become eligible for the designation, a company needs to be at least 100 years old, to be distinguished in terms of its nature, size and reliability, and to occupy a dominant or highly prominent position in the Netherlands in its sector - and preferably be of international stature. The size of the company, the size of its workforce and its revenue are all taken into account. Its operational management needs to be beyond reproach. The company, its board members and members of its supervisory board need to be of high repute and irreproachable conduct. The Queen herself is the only formal institute authorised to confer the designation. The designation is strictly limited to the organisation in question, entitling it to add the Predicate 'Royal' to its name and include the Royal Crown in its logo. Generally speaking, the Queen confers this designation on only one organisation in each sector.

Rich company history, with a 'starring role' for technology



Last year, Imtech celebrated its 150th anniversary. In 2010, it was exactly 150 years ago that Jan Jacob van Rietschoten put his career as sea captain in the long-haul shipping trade behind him and started working as an independent stevedore in Rotterdam in 1860. He was one of the first people in Europe to use steam power for loading and unloading ships. This formed the start of Van Rietschoten & Houwens, and this, in turn, formed the basis of Imtech today. It also marks the start of Imtech's rich company history, with a 'starring role' for technology. From the first electric railway (1888), the first basic automation on

board ships (1930), the invention of energy-saving cogeneration technology (combined heat-power solutions) coupling and decentralised power plants (1935), through to present-day 2011 with 'green' buildings, data centres, ships and high-tech power plants.

From 7,000 to 27,000 employees

In 1967, Van Rietschoten & Houwens was acquired by Internatio. Internatio (established in 1863) and Müller (established in 1878) played a decisive role in the birth of Imtech. In 1970 they decided to merge, becoming Internatio-Müller N.V. The following period was characterised by a series of acquisitions. Around 1990 Internatio-Müller (IM) was a conglomerate of more than 100 companies, of which about 35 were specialists in technology, including Van Rietschoten & Houwens. In 1993, these technical companies were grouped together to form Internatio-Müller Techniek, or Imtech. In 2000 Internatio-Müller decided to dispose of the non-technological activities and to concentrate fully on a single core activity: technology. Internatio-Müller became Imtech in 2001, introducing an ambitious new company that was quoted on the Euronext stock exchange in Amsterdam.

Imtech today

Imtech has grown from 7,000 employees (and revenue of 350 million euro) in 1993 to a workforce of 27,000 (and revenue of over 4.5 billion euro) today. This makes Imtech one of the largest companies in the Netherlands. Imtech is currently characterised by strong market positions in North-western Europe and in the global marine market. Imtech offers a comprehensive range of technical services to over 21,000 customers. Imtech is a leading company in the field of 'green' technology, with over 25% of its total revenue relating to sustainable technology solutions.

The designation 'Royal' to be presented in Rotterdam

The conferral of the designation 'Royal' will be celebrated in the Imtech Marine workshop on Sluisjesdijk in Rotterdam. In Rotterdam Imtech has also its official registered office. With over 1,500 employees, Imtech is one of the largest employers in Rotterdam. Our motive for choosing Rotterdam as the location for this presentation is that we wish to emphasise Imtech's typically Rotterdam approach of 'rolling up your sleeves and getting stuck in'. Moreover, Rotterdam is where 150 years ago it all started for Imtech, in the marine market. Thus, Rotterdam is the ideal location for the ceremony to take place.

TSHD CORNELIA ENROUTE BREAKERS



After many years of dredging works the Boskalis owned and operated TSHD **CORNELIA**, which was built in 1981 at Scheepswerf J & K Smit (IHC) under yard number CO 1140, was towed from the Ketelharbour in Papendrecht last Wednesday for her final voyage to Hoondert in 's Heerenhoek where the TSHD will be re-cycled (scrapped)

Photo top : Jan van Heteren ©



Photo : Michel Kodde ©

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The 246 mtr long **AUTUMN E** seen enroute Rotterdam, the 46.309 DWT container vessel is built as the **NORDAUTUMN** in 2008 at the STX Shipbuilding in Jinhae under yard number 1217 in May 2011 the vessel was renamed in **AUTUMN E** – Photo : Ria Maat ©

"Karin Orsel uitgeroepen tot President van de WISTA International



Karin Orsel, president van **WISTA Nederland**, is tijdens de Algemene Leden Vergadering van de WISTA International in Stockholm uitgeroepen tot President van de WISTA International. Karins' ambitieuze, voortvarende en gemotiveerde inzet om de WISTA en de maritieme industrie naar een hoger niveau te tillen, is internationaal niet onopgemerkt gebleven. De CEO van Management Facilities Group werd in 2007 al benoemd tot president van de Nederlandse afdeling van de WISTA. De Algemene Leden Vergadering in Stockholm was het toneel waar Karin door de 250 aanwezige vrouwen benoemd tot president van de WISTA International.

WISTA staat voor **Women's International Shipping & Trading Association** en is een internationaal opererende non-profit organisatie voor vrouwen werkzaam in of betrokken bij de maritieme sector. WISTA is opgericht in 1974 in Londen nadat een aantal vrouwelijk brokers na een lunch besloten om vaker bijeenkomsten te organiseren om tot een uitwisseling van kennis te komen. WISTA Nederland is vervolgens in 2000 opgericht en telt momenteel 125 leden. Internationaal zijn er 1500 vrouwen bij de WISTA aangesloten. WISTA organiseert nationaal als internationaal vele seminars en andere mogelijkheden voor de aangesloten vrouwen om van gedachte en kennis te wisselen binnen de verschillende facetten van de maritieme sector. "



Above seen the 1951 USA built tug **Chassidy** (ex **Edith Thornton**) now registered in Port of Spain and seen heading from Chaguaramas to Port of Spain, still seems to be going strong !

Photo : Capt. Neil Johnston - Master Salvanguard ©

Fishing vessel and crew disappear without a trace



The Suao-based boat **Hsiehyi No. 6** is seen in an undated photo. The boat had eight crew members on board when it left Nanfangao fishing port in northeastern Taiwan on Sept. 2, and it last contacted the ship's owner, Juan Chih-yi, on Sept. 7. **Photo: CNA**

Taiwanese longline fishing vessel with eight crew members on board has been missing without making any contact since Sept. 8, the Suao Fishermen's Association in Yilan County said. The Suao-based **Hsiehyi No. 6** left the Nanfangao fishing port in northeastern Taiwan on Sept. 2 and last contacted the ship's owner, Juan Chih-yi (阮志益), on Sept. 7, the association said. "The 73.5-tonne boat has since not made contact," association secretary-general Lin Yueh-ying (林月英) said.

The boat was about 355 nautical miles (657.5km) southeast of Okinawa, Japan, when it last radioed its home base, Lin said. Aboard the ship were captain Huang Yung-wen (黃永文) and chief engineer Chen Chi-cheng (陳吉成), both Taiwanese citizens, as well as six Indonesian fishery workers, Lin said. According to Lin, the ship's owner tended to contact the fishing boat once every five to seven days. Over the past 10-plus days, Juan had tried many times to get in touch with the vessel but failed, Lin said, adding that the ship's automatic identification system was also not working.

After receiving Juan's report on Sept. 14, the association asked Japan to help with a search. "However, neither Japanese ships nor aircraft have been able to embark on a search mission because the region is being rattled by a strong typhoon," Lin said. Taiwan's Coast Guard Administration had already sent a patrol vessel to search for the fishing boat, but had not yet located it, Lin said. The association also asked four other Taiwanese fishing boats operating in the region to take part in the search mission, Lin said, adding that the National Search and Rescue Center had again asked Japan to assist in search. To her knowledge, Lin said, the six Indonesian fishery workers had all been working in Taiwan for more than six months and none of them had returned to their home country after the **Hsiehyi** went missing. "Therefore, the possibility that the ship was abducted by the Indonesian workers [and taken to Indonesia] is very low," Lin said. **Source : Taipei Times**



The **NIRINT HOLLANDIA** seen passing Maassluis enroute Rotterdam – Photo : Frits Janse ©

Record recycling activity stirs optimism in dry bulk says BIMCO's analysis

As expected at the start of the year, dry bulk ship owners were expected to flock scrapyards around the world, in order to take advantage of attractive scrap prices and help alleviate tonnage oversupply pressures, already in place since the last months of 2010. With 2011 also looking to be another record-breaking year in terms of new building deliveries, scrapping of older vessels was crucial to the industry's recovery. Well, after nine months, it seems that these efforts have paid off, with the dry bulk market staging a superb comeback since late summer. According to BIMCO's latest analysis, in absolute numbers, 2011 is expected to become the new no1 in terms of dry bulk tonnage leaving the fleet to be recycled. "On course for more than 20 million DWT to be demolished, with the potential of reaching 25 million if owners continue to be attracted by the relatively high demolition rates and freight rates fail to improve significantly through the remainder of the year. Chief Shipping analyst at BIMCO, Peter Sand says: "The huge amount of tonnage leaving the fleet for recycling is very positive news for the dry bulk market. As 2011 is going to provide the largest inflow of new ships ever, this counterbalancing effort by ship owners is softening the current imbalance between supply and demand as fleet growth will be tempered".

The previous demolition record was set in 1986 when 12.9 million DWT was demo-lished. At that time the dry bulk fleet was comprised of just 197.2 million DWT, bringing the annual demolition rate to 6.5%. Should 2011 bring around the same annual demolition rate relatively, 35 million DWT would have to be recycled. The primary driver behind this development is the fact that earnings have been close to OPEX-levels for most of the year. Combined with a strong inflow of new tonnage this has led to a strong surge in demolitions of older tonnage” said Mr. Sand. BIMCO’s analysis continues: “The fleet growth rate in the Capesize segment has so far been tempered by 4.4% due to demolition, with the potential of reaching as much as 6.6% for the full year. This offsets the fleet growth to a large extent, since the absence of any demolition activity during 2011 would have resulted in the Capesize fleet growing by astonishing 20%. Massive as this figure may sound, the Capesize fleet grew by 23% last year and 18.5% in 2009. If the full potential of demolition of the Capesize fleet in 2011 should materialize, that would equal another 4.6 million DWT to be demolished. In order words it would require the 28 remaining Capesize vessels that are built in 1985 or before to exit the fleet.

The demolition activity has primarily involved Capesize vessels. 55% of the recycled DWT in 2011 represented Capesize vessels. This compares to the previous 10 years average at just 27% of total dry bulk demolition. As the Capesize segment has already seen inflow of new tonnage in excess of 27 million DWT (153 vessels), the decision to take a vessel out of the commercial service is helping to cushion the impact from significant oversupply which has already left deep scars in terms of very poor earnings. Average spot earnings for a 10 years old Capesize vessel in 2011 have been just USD 8,296 per day. This is the poorest result on record. Last year such a vessel earned USD 30,587 per day on average.

This means that, if you have so far traded your Capesize vessel exclusively in the spot market during 2011, earnings would have covered only daily running costs, regardless of the composition of your Capesize fleet (new/old, debt-free/indebted). This may be one of the most important factors behind the booming demolition activity as massive inflow of new tonnage doesn't encourage higher demolition activity alone. Daily running cost on a Capesize vessel today is around USD 8,000 per day excluding capital costs and depreciations. If you include the above mentioned costs in the earnings-equation the picture looks quite different and it really spells out the chal- lenges facing owners. If your new built and externally financed Capesize is bought at top dollar at the peak of the market (USD 95 million) using 80% debt at 5% p.a. you will need just above USD 30,000 per day to break-even with the vessel on a stand-alone basis. At the other end of the scale the same calculation equals a break-even rate at USD 19,000 per day if you invest in a 5 year old second hand vessel today at USD 39 million.

Owners of “V Europe” have just sold the vessel for USD 10 million to be demolished at a Bangladeshi facility. The vessel that was beached on August 30 is amongst the latest in a very steady stream of dry bulkers to be withdrawn from service. The 1982-built, 139,496 DWT vessel is the 58th in the line of Capesize bulk carriers, under-scoring the strong flow of vessels satisfying a very solid demand for scrap metal in the demolition country. The healthy demand for scrap steel is visible from the high ldt-prices offered. “V Europe” went to the breakers for USD 525 per ldt (Light Displacement Tonnage), building further on the continual rise in prices offered by cash buyers. There are four major ship recycling markets, namely India, Bangladesh, China and Pakistan. In all terms India is by far the largest ship breaking nation and Alang the leading facility. So far this year, 283 vessels with a cargo capacity of 8.9 million DWT have been scrapped by Indian breakers. Bangladesh comes in second in terms of DWT - 7.4 million and China in terms of numbers – 107 vessels of various kinds. The typical demolished Capesize vessel is 27 years old on average with a cargo capacity of 160,125 DWT and built in Japan (51%) between 1977 and 1991” concluded BIMCO. “At the current demolition pace, 4.7% of the dry bulk fleet will be demolished during 2011. But as the order book still holds 235 million DWT in prospect for future delivery equal to 40% of current active fleet, – recycling of over-aged tonnage must remain at high volume to bring optimism back and steer this dry bulk segment towards more sustainable freight levels and thus better earnings“, adds Peter Sand. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

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T.O.S. delivers SMIT Dane to Brazil



On Wednesday the 21st of September the ASD tug 'SMIT Dane' left the port of Rotterdam, the Netherlands, for a voyage of approximately one month. Her final destination is the port of Rio de Janeiro, Brazil. The SMIT Dane is the first tug in a series of four to be delivered by T.O.S. to Brazil. In 2008 T.O.S. delivered the new build SMIT Dane (former SMIT Trinidad) from Galatz, Romania to Antwerp, Belgium. Now the tug will start working under much better conditions: the Brazilian sun. Last year T.O.S. opened the joint venture TIM (TOS Internacional Marítima) in Rio de Janeiro, Brazil. Our Branch Manager Marcelo Cintra will welcome the crew at arrival. The SMIT Dane sails under full T.O.S. management and with a T.O.S. crew. We wish the crew of the SMIT Dane a safe voyage.
Photo : R&F vd Hoek – Lekko ©



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A collage of four images: an offshore oil rig, a worker in a hard hat, a tugboat, and a large cargo ship.

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Singapore voted world's third best cruise port

British cruisers have voted Singapore as their third favourite port destination, according to a survey by commissioned by the Passenger Shipping Association (PSA), Today online reports.

New York ranked first on the poll with 20 per cent of cruisers saying it was their favourite stop-off. Venice followed with 13 per cent and Barcelona, Rome and Singapore completed the top five with 7 per cent of the votes each. Ms Christina Siaw, CEO of Singapore Cruise Centre, said: "The throughput of British cruise passengers to Singapore has increased by 40 per cent over the past two years. With the doubling of capacity in Singapore next year and some new initiatives that we have launched recently, we hope to attract more cruise passengers from all over the world."

Source : PortNews

SHIFTING CSD ATHENA FROM KINDERDIJK TO ROTTERDAM



Worlds largest self propelled Cutter dredger **ATHENA** was shifted from the builders IHC-Merwede in Kinderdijk to the Wilhelmina Quay in Rotterdam, this in view of an open day organised by the owner, Van Oord, at 9:15 in the morning the pilots **Marijn van Hoorn** and **Matthijs Verschoor** (right) for who it was his pilot exam this trip, after hooking up the Tugs **LOUISE VAN DER WEES, BROEDERTROUW XV** and **GEERTRUIDA VAN DER WEES**, letting go the lines at 11:00 hrs the trip



commenced, transport leader was **MARTIN HUISKENS**, the **ATHENA** was safely moored in Rotterdam in front of the **STORNES** which also was in Rotterdam for the open day,

Pilot **Matthijs** passed his exam, congratulations !

Photo's : Marijn van Hoorn ©





Van Oord's **STORNES** seen arriving in Rotterdam – Photo : Leo Verhoog ©

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NAVY NEWS

GERMAN NAVY SHIPS IN SIMONSTOWN



The German Frigates **F 216 SCHLESWIG-HOLSTEIN** and **F 219 SACHSEN** visited Simonstown Naval base



Photo's : Bob Johnston ©

FIRST DANCING STEPS FOR DUTCH P 842 FRIESLAND



The Damen Galati built 3rd unit of the Holland class for the Dutch Navy, named **P 842 FRIESLAND** left the builders for her first dancing lessons on the Danube river – **Photo : Huib Lievense ©**

Nieuw stationsschip in Caribische gebied



Hr.Ms. Van Amstel (F831), het nieuwe stationsschip dat de gelederen van de Koninklijke Marine en de Kustwacht in het Caribisch gebied komt versterken, is aangekomen in Willemstad (Curacao) . Dit gebeurt onder het afgeven van de gebruikelijke ceremoniële saluutschoten aan de koninkrijksvlag en de Gouverneur van de Nederlandse Antillen. Dit saluut wordt vanaf Fort Krommelijn beantwoord. Het Multipurposefregat is geen onbekende in het Caribisch gebied. Vanaf mei vorig jaar voer zij vier maanden in de Caribische wateren. De bemanning verheugd zich op een nieuwe termijn, waarin het schip wederom ingezet gaat worden voor bestrijden van illegale praktijken op zee en (nood)hulpverleningstaken. De **Van Amstel** zal tot dinsdag in Willemstad afgemeerd liggen.

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



The Canadian **DDG 282 ATHABASKAN** visited Willemstad (Curacao) The vessel is one of the 4 Tribal class destroyers that has served the Canadian Forces since 1972. **Athabaskan** is the third ship of her class which is sometimes referred to as the Tribal-class or simply as the 280-class. She is the third vessel to use the designation **HMCS Athabaskan**, **Athabaskan** was laid down on 1 June 1969 at Davie Shipbuilding, Lauzon and was launched on 27 November 1970. She was officially commissioned into the CF on 30 September 1972 **Athabaskan** completed a refit known as the Tribal Class Update and Modernization Project (TRUMP) on 4 June 1994. At this time her classification changed from Destroyer Helicopter (DDH) to Destroyer Guided Missile (DDG). She is assigned to Maritime Forces Atlantic (MARLANT) and is homeported at CFB Halifax.

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

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Above seen Norbulk Shipping's U.K. 10,362 Dwt Refrigerated Cargo ship "**CARIBBEAN STAR**" (154 x 24 m) repairing afloat at Cernaual Shipyard in Algeciras. **Photo : Enrique Pérez - Cernaual Shipyard ©**

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Scandlines may cut 200-400 jobs in Denmark



The **ROSTOCK** seen arriving in Rostock - **Photo : Henk van der Lugt ©**

Ferry line operator Scandlines GmbH may lay off between 200 and 400 Danish employees on its Gedser-Rostock service, Danish regional radio DR P4 Sjælland reported today, quoting union steward Joan Willumsen.

Scandlines plans to replace the two ferries than run the route between the Danish town of Gedser and German Rostock with two new ships at the beginning of 2012. At the same time, the company is mulling over reflagging the vessels under the German flag, which means that the Danish employees will lose their jobs, according to Willumsen, who works in the catering department of Scandlines. **Source : menafn**



The **URD** seen arriving in Rostock – **Photo : Henk van der Lugt ©**

Zim follows Hapag-Lloyd, drops Nhava Sheva and diverts to Mundra

ISRAEL's Zim Integrated Shipping has announced its Far East-Black Sea EMX service will drop India's largest container port Nhava Sheva because of congestion and instead divert 500 kilometres north to Mundra from October 24. Zim's EMX service deploys 10 vessels with an average capacity of 4,170 TEU. NYK, OOCL and China Shipping have bought slots on this service, reported American Shipper. Its current rotation is Busan, Shanghai, Ningbo, Shenzhen-Da Chan Bay, Port Kelang, Colombo, Haifa, Ashdod, Istanbul, Novorossiysk, Constanta, Istanbul, Haifa, Nhava Sheva (to be

replaced by Mundra), Colombo, Port Kelang and back to Busan. Zim's decision comes after a similar announcement of Hapag-Lloyd saying that a vessel on its Indamex service from North America failed to berth on schedule due to congestion at Nhava Sheva port's government-owned terminals. **Source : Schednet**

SITC exercises and extends shipbuilding options

SITC International has exercised an option to build two containerships and extended the option exercise dates for six additional vessels out of eight vessels. The options for a total of ten containerships are based on a contract inked with Yangfan Group to construct two 1,100 teu class gearless containerships of 11,850 dwt.

Hong Kong-listed SITC had on 2 September exercised options to build two more containerships and extended the option exercise dates to 31 December 2011 for six vessels. The original option expiry date for the six vessels was due on 30 September. The remaining two vessels are already based on an option expiry date of 31 December 2011.

Source : Seatrade Asia



Above seen HAL's **Amsterdam** and **Zuiderdam** docked together in Juneau Alaska on their respective final calls for the season. **Westerdam** was the unlucky candidate who was at anchor and had to tender their guests ashore during a day with heavy rain. **Photo : Rich Fontaine o/b Westerdam ©**

DISA

DISA MARITIME BVBA

Ketelaarstraat 5c
B2340 Beerse
Belgium
T: +32(0)14 62 04 11
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SUBSEA

A photograph of a subsea construction vessel, likely a jack-up rig, working on the seabed. The vessel is red and white, and is surrounded by water.

CIVIL CONSTRUCTION

A photograph of a civil construction site, showing a large pier or bridge structure under construction. The structure is made of steel and concrete, and is surrounded by water.

ENGINEERING

A photograph of an engineering vessel, likely a jack-up rig, working on the seabed. The vessel is red and white, and is surrounded by water.

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Swiber orderbook swells to \$1bn

Offshore support services provider Swiber Holdings announced on Friday that its orderbook has swelled to close to \$1bn after securing its single largest contract win worth some \$155m. Singapore-listed Swiber won the \$155m EPIC pipeline project from a major oil company in South Asia. The project is scheduled to commence in the fourth-quarter of 2012 and targeted to complete in the second-quarter of 2013. "We are delighted to have hit a new high watermark in our orderbook since listing," said Francis Wong, group ceo and president of Swiber.

"Looking ahead, industry-wise, we expect that structural growth in demand for energy in Asia and Middle East will catalytically lead to increased capex expenditure in the next two years, providing a boost to offshore construction activities," he said. This year alone, Swiber clinched contracts amounting to \$587m. The company has a fleet of 12 construction vessels and 39 support vessels. **Source : Seatrade Asia**

Seafox 3 contracted by Coastal Energy offshore Thailand.



Seafox Contractors B.V. is pleased to announce that the self-elevating support jack-up **Seafox 3** is contracted to be used offshore Thailand for Coastal Energy. The works include accommodation and support services for early oil production activities in the Shongkla basin. “ The **Seafox 3** is currently in dock at KeppelFels (Singapore) for regular maintenance and 5 yr survey works including pre-works for the job in Thailand. We are pleased to cooperate with **Coastal Energy, Expro/PTI, Compass Energy** and **KeppelFels** as the next assignment requires all relevant expertise to work hand in hand within the required time constraints, says Keesjan Cordia of **Seafox Contractors B.V.** “ This contract enables us to look beyond our niche market in the North

Sea and into “innovative” other market developments. Using Seafox type of equipment as a mobile but stable and safe platform to facilitate early oil production optimizes the total value chain. Naturally we want to be part of this fast growing development. I expect that the **Seafox 3** will do more in Thailand for Coastal Energy but currently we are fixed until end of next year” - Keesjan Cordia concludes.



The **VISTAMAR** seen leaving Honfleur - Photo : philippe.p.brebant@sfr.fr ©

SapuraCrest spends \$227m on two heavylifts

SapuraCrest Petroleum's wholly-owned subsidiary TL Offshore on Thursday inked deals to spend \$227m on constructing two units pipelay cum heavylift offshore construction vessels. The price for the first vessel is \$116.75m and the price for the second is \$110.25m. Both vessels will be constructed at **Cosco Nantong Shipyard**. The vessels are scheduled to be delivered within 28 months from August this year.

“The acquisition will enable **TL Offshore** to capitalise on the positive outlook in the installation of pipelines and facilities segment in the oil and gas industry,” SapuraCrest said in a statement. “With the deployment of these vessels, we will be able to enhance our market share by growing the revenue stream within our existing core business.” the vessels will be deployed to perform marine construction contracts for major oil companies. **Source : Seatrade Asia**

Aftrap Nationaal Kenniscentrum Offshore Windenergie gegeven in Den Helder



Op 22 september hebben de **Maritime Campus Netherlands**, de gemeente Den Helder en de stichting Energy Valley door het tekenen van een convenant de aftrap gegeven voor de realisatie van het **Nationaal Kenniscentrum Offshore Windenergie**. Het centrum gaat kennis over offshore wind die is opgedaan in

instituten en bedrijven, beschikbaar maken voor studenten en professionals en het onderwijs beter laten aansluiten op de wensen van het bedrijfsleven.

Offshore windenergie

De offshore windenergiesector is een snelgroeiende bedrijfstak waarvoor zowel kennis als goedgeschoold personeel van groot belang zijn. In het convenant komen de drie partijen overeen dat zij samen toe zullen werken naar de financiering van het kenniscentrum op de locatie van de gerenoveerde Zeevaartschool aan het Ankerpark in Den Helder.

- De stichting Energy Valley zorgt ervoor dat het kenniscentrum onderdeel wordt van de Energy Academy van de Universiteit Groningen, een onderzoeks- en opleidingsinstituut op mbo-, hbo- en wo-niveau.
- De MCN gaat het onderwijs organiseren in samenwerking met NHL Hogeschool Leeuwarden, STC Groep Rotterdam, Hogeschool Arnhem Nijmegen, ROC Kop van Noord Holland en TU Delft.
- De Gemeente Den Helder zorgt voor inbedding van offshorewind in de gebiedsontwikkeling van de haven, het regionaal havengebonden bedrijventerrein, Willemsoord, Specialisatie Waddenzeehavens en de Regionaal College Noordelijke Zeehavens (RCNZ).

Gerrit van Werven, directeur van de stichting **Energy Valley**, vindt het **Nationaal Kenniscentrum Offshore Windenergie** van groot belang voor de offshoresector. ‘Noord-Nederland, Den Helder en de Eemshaven hebben grote potentie op het gebied van offshore wind, terwijl ook elders in de Energy Valley regio kennisopbouw en bouw- en ontwikkelactiviteiten plaatsvinden. Al deze activiteiten bieden Noord-Nederland de kans om op windgebied een belangrijke positie in te nemen. Het is belangrijk om samen te werken en gezamenlijk ons gewicht in de schaal te leggen. Ik ben ervan overtuigd dat het Nationaal Kenniscentrum Offshore Windenergie in Den Helder daar een belangrijke rol in kan spelen’, aldus Van Werven.

Havenwethouder Kees Visser: “Kennis en innovatie ligt aan de basis van onze inspanningen om Den Helder te ontwikkelen als een duurzame haven voor de offshorewind sector. Belangrijke partijen als MCN, Energy Valley, de provincie en het Rijk laten keer op keer zien vertrouwen te hebben in wat we in Den Helder doen en investeren mee in onze ambities. Dat is een belangrijk signaal naar ondernemers die staan te trappelen om zich hier te vestigen. Met dit centrum komen zij fysiek en logistiek in het hart van de offshorewereld te zitten. Door de samenwerking van MCN en Energy Valley met de Energy Academy in Groningen en hun toekomstige samenwerking met Noord-Duitsland, gaan we deel uit maken van een excellente Europese duurzame energieregio. Ik vind het fantastisch dat er zoveel vertrouwen is in de Helderse ambities.”

Cees van Duyvendijk, voorzitter van het bestuur van de Maritime Campus Netherlands, vindt dit initiatief een prachtig voorbeeld van hoe partijen in samenhang een veelbelovende ontwikkeling doeltreffend en doelmatig kunnen realiseren. Een niet te missen kans voor Den Helder en de regio Kop van Noord Holland. De Kop van Noord Holland is ideaal gepositioneerd, zowel qua specifieke bedrijvigheid, kennis, onderzoek, opleidingen als geografische ligging, om richting te geven aan deze belangwekkende economische en innovatieve ontwikkeling. Binnen de kracht van de Noordelijke Provincies (inclusief de Provincie Noord Holland!) op het gebied van duurzame energie, kan de Noordkop zich, met inspanning van alle partijen, ontwikkelen tot het Centrum voor Offshore Wind Energy in Nederland.



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Above seen the new **TOISA WARRIOR** arriving at Great Yarmouth 22/09/11 – **Photo : Paul Gowen ©**

Manila port heightens security with radiation detection upgrade

The Philippine port of Manila has heightened security measures following an upgrade of radiation detection equipment. The new radiation detection systems are now incorporated at Asian Terminals, Inc.'s South Harbor and the International Container Terminal Services, Inc. Manila International Container Terminal.

The technology is part of the US Department of Energy's Megaports Initiative to help deter, detect, and interdict illicit shipments of nuclear and other radioactive materials that might pass through international gateways such as seaports.

The US government contributed \$26m to set up the facility in the Philippines. **Source : Seatrade Asia ©**

**“The Only People Who Never Fail
are Those Who Never Try”
Ilka Chase**

JAARBIIJEEKOMST 2011

Stichting Kaap Hoorn-vaarders

Het is al weer bijna zover! De Jaarbijeenkomst 2011, waarvoor wij u bij dezen uitnodigen, wordt gehouden op zondag **16 oktober** a.s., wederom in de Oosterkerk, Grote Oost in Hoorn. Het programma luidt als volgt.

11.30 uur	De oudheidkamers van de Stichting (Achterom 17) zijn geopend.
13.15 uur	Oosterkerk open, ontvangst door het bestuur van de Stichting Tijdens de inloop wordt het orgel bespeeld door Karl Schuitemaker
13.50 uur	Welkomstwoord van de voorzitter, Kees van Louvezijn
14.00 uur	Sailing East, not West! Lezing door Hans Kok over een reis van Amsterdam/Hoorn naar de Oost, aan de hand van zeekaarten.
15.00 uur	Uitreiking Eenhoorn-zegel aan de Stichting door de heer R. Tonnaer, loco-burgemeester van Hoorn
15.10 uur	korte pauze
15.30 uur	Presentatie "Zeilvaartherinneringen van kapitein Jacob Schol", jaarpublikatie 2011, en overhandiging van het eerste exemplaar aan de heer R. Tonnaer
15.45 uur	Uitreiking Kaap Hoorn-trofee aan Kaap Hoorn-schipper (onder voorbehoud) door de heer R. Tonnaer Uitreiking penningen en certificaten aan Kaap Hoorn-zeilers door Kees van Louvezijn, voorzitter
16.00 uur	Die sturen kan, zeilt bij elke wind, enige zeilverhalen als beleefd door Jaap Waterdrinker
16.45 uur	Wisseling van de wacht Na vele jaren van trouwe dienst zal mr. D. (Dirk) Dragt het voorzitterschap van de adviescommissie Kaap Hoorn-ronders overdragen aan de heer G.P. Loomeijer
17.00 uur	Rolling Home met de Shantymen Kaap Hoorn
17.30 uur	Schoot aan!
18.30 uur	Buffet
20.00 uur	Sluiting

De kosten voor het bijwonen van onze jaarbijeenkomst bedragen € 30 p.p. (gehele bijeenkomst, alles inclusief) of € 15 (zonder buffet, maar inclusief Schoot aan!). Introducé(e)s zijn van harte welkom. In verband met de als altijd te verwachten grote belangstelling verzoek ik u vriendelijk het verschuldigde bedrag zo spoedig mogelijk over te maken op rek.nr. 2769806 t.n.v. de penningmeester van de Stichting NKHV, onder vermelding van 'Jaarbijeenkomst 2011', en u bij voorkeur per e-mail aan te melden op info@kaaphoornvaarders.nl
Met vriendelijke groet, Gerard van der Meer, secretaris

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.... PHOTO OF THE DAY



The **CSD ATHENA** seen passing the Erasmus bridge in Rotterdam enroute the Wilhelmina Kade to join the **STORNES**
Photo : **Marius van den Ouden** ©

BOEKBESPREKING

Auteur : Frank NEYTS

“Reeds Nautical Almanac 2012”.

Recent verscheen bij **Adlard Coles** Nautical “**Reeds Nautical Almanac 2012**”, ook wel “**The Yachtsman’s Bible**” genoemd. Deze publicatie vormt het jaarlijkse onmisbare compendium met navigatie-informatie voor zeilers. Het boek omvat alle informatie dat de zeiler nodig heeft voor het bevaren van de Atlantische kustwateren rond het Verenigd Koninkrijk, Ierland, de Kanaaleilanden en de volledige Europese kustlijn vanaf het topje van Denemarken, rechtaan tot Gibraltar, Noord-Marokko en de Azoren.

De uitgave voor 2012 houdt de traditie hoog om elk jaar opnieuw meer en betere informatie te verstrekken als in de vorige uitgave. Deze editie vormt geen uitzondering op de regel. Samen met “**Reeds Nautical Almanac 2012**” krijgt de koper ook een exemplaar van “**Reeds Marina Guide 2012**”. De publicaties omvatten 700 kleine kaarten, info over havenfaciliteiten, tij- en stroomtafels; 7500 waypoints, internationale vlagencode, weergegevens, afstandstabellen, radio-informatie, communicatie- en veiligheidstips, douaneregeltering, en zo veel meer. Iedere zeiler moet dit boek gewoon aanschaffen. Bovendien moet men het boek, rekening houdend met de inhoud, als goedkoop beschouwen! “**Reeds Nautical Almanac 2012**” (ISBN 9781408140543) telt 1186 pagina’s. Het boek kost £39.99. Bestellen kan via de boekhandel, of rechtstreeks bij de uitgeverij Adlard Coles Nautical, 38 Soho Square, London W1D 3HB, UK. www.adlardcoles.com