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**ITC's last "Wind class" tug, the SUMATRAS was recently sold and renamed ROSALIND MARY 1 – Photo : Michel Kodde ©**

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## EVENTS, INCIDENTS & OPERATIONS



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The **AMERDIJK** seen enroute Rotterdam – Photo : Ria Maat ©

## Federal government approves Wheatstone project

IB Times reports that the federal government has stamped its environmental approval on the Chevron-led Wheatstone liquefied natural gas project that experts say will lead to billions of dollars of investments but could disrupt the marine ecosystem off the coast of Western Australia's Pilbara region. With the go-signal announced by Environment Minister Tony Burke, US energy behemoth Chevron and its partners in the giant LNG project, namely Apache, Kuwait Foreign Petroleum Exploration Co and Royal Dutch Shell, could soon commence construction of the facilities that are set to produce some 8.9 million tonnes of LNG each year.

Chevron, according to Burke, will be under stringent environmental rules that call for close monitoring and management of the facilities' offshore and onshore installations, including the accommodation and processing areas. As mandated by the project's environmental clearance, Chevron and its partners, Burke said, will be governed by 70 specific conditions meant to ensure that the area's overall marine ecosystem will not be disturbed or compromised.



"Chevron will be required to submit for my approval a range of plans and programmes detailing how the project impacts on protected matters will be minimised," Burke said in a statement reported by Agence France Press. Dredging operations in the area will be optimised and restricted to protect marine and migratory species, said Burke, who added that "dredging can only take place outside the coral-spawning period." The government noted on its report that the surrounding area of the Wheatstone LNG project serves as the natural habitat dugongs, marine turtles, sawfish, dolphins and whales, all of which will be protected despite protests by environmental groups against the natural gas facilities. Chevron Asia-Pacific President Melody Meyer hailed the approval and said that once fully operational, the LNG project would "meet long-term demand growth for cleaner burning fuel in the Asia-Pacific region." **Source : Dredging News Online**



The **MORITZ SCHULTE** seen at the Westerscheldt River – **Photo : Henk de Winde ©**



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The THSD **CRISTOBAL COLON** seen off Rio de Janeiro - **Photo : Crew Happy Dover ©**

## Northern Sea Route: new epoch of global cargo transportation

An international marine checkpoint for ships sailing through the Northern Sea Route has opened at the Russian Siberian port of Dudinka, reports the Voice of Russia's Mikhail Aristov. The Russian diesel-electric ship [Zapolyarny](#) was the first vessel to be checked there as it transports its cargo of metal to the Chinese city of Shanghai from Russia's Kola Peninsula.

It will take the [Zapolyarny](#) twenty days to reach the destination using the Northern Sea Route, experts explain, citing at least 65 days the ship would have spent if it used European ports and the Suez Canal. This is why many have already touted the opening of the Dudinka maritime checkpoint as a new step in developing the Northern Sea Route – something that makes it easier to duly deliver Russian supplies to the Asia-Pacific region.

Vladimir Sokolov, of the Arctic and Antarctic Research Institute in St. Petersburg, says that the main headache is the rigorous Arctic conditions when it comes to the Northern Sea Route. "Tackling huge amounts of drift ice there is still an issue, Sokolov says, praising efforts by the Russia's nuclear-powered icebreaker fleet, which is currently based in the Russian port of Murmansk and successfully implements its mission of clearing the way for vessels sailing via the Northern Sea Route." To contribute to the mission, at least three new generation nuclear-powered icebreakers will be built in Russia by 2020. By the way, nine of the existing ten nuclear-powered icebreakers in the world are the Russian-made vessels. Meanwhile, foreign companies have already indicated intent to use the Northern Sea Route in the near future, Sokolov added. "The international community currently considers the feasibility of exploiting the Northern Sea Route, a process that is being financed by the European Union," Sokolov says. For his part, Russia's presidential chief of staff Sergei Naryshkin pointed to the Northern Sea Route's role in developing natural resources in the Russian Arctic shelf, which is estimated to hold the equivalent of 100 billion tons of oil. The oil and the liquefied natural gas can be transported to Asia-Pacific countries from the Arctic by tankers, Naryshkin said. "Expanding practical energy cooperation with Asia-Pacific countries is of strategic importance to us, Naryshkin says, citing the region's ever-increasing hydrocarbon demands." Resource-producing companies plan to increase its cargo transportation volumes through the Northern Sea Fleet to 64 million tons by 2020. With the figure set to stand at 85 million tons by 2030, one can safely say that developing the Northern Sea Route will help open a new epoch of global cargo transportation.

Source : Source: Voice of Russia



26 crew members from the hijacked General Cargo Vessel [Pacific Express](#) arriving at the Comarco Jetty Mombasa aboard the tug [KMC Eland](#). Photo : Alex Gibbs ©





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## Hanjin Shipping to issue shares worth \$400 mln

Hanjin Shipping said on Friday that it would issue new shares worth 472 billion won (\$400 million) to finance its operations and facilities. The South Korean shipper said in a statement that it would place 40 million new shares for 11,800 won each. **Source: Reuters**



The **NORMAND FLIPPER** seen moored in Sassnitz – Photo : Bas Saenen ©

## Ship in Aberdeen Harbour fuel leak to be inspected

The oil leaked into Aberdeen harbour. An offshore supply vessel at the centre of a leak of about 1,000 litres of fuel oil into Aberdeen Harbour is to go into dry dock for possible repairs. Oil spilled from the offshore supply vessel **Skandi Foula** during refuelling at the Torry dock on Friday. The affected area was cordoned off. Shell UK said 500 litres of oil had been recovered. The remaining fuel had created a "light sheen" on the surface of the water, a spokeswoman said.

She said: "There are no reports of any oil outside the Torry dock in the River Dee. "The **Skandi Foula** is planned to go into dry dock in Aberdeen Harbour for inspection and repairs. "The relevant authorities have been informed including liaison with the harbour master." **Source : BBC**



The **NEDLLOYD DRAKE** seen in the Singapore Straits – **Photo : Richard Qualm ©**

## **Shipping Corporation of India, Great Eastern Shipping move away from core business in a bid to fight rising fuel costs**

India's top shipping companies are exploring opportunities in offshore services, dredging and even coal mining, moving away from their core business, whose viability is threatened by rising fuel prices and volatility in freight rates. The country's largest shipping company, Shipping Corporation of India, and the biggest private sector shipper, Great Eastern Shipping, have stepped up investments in offshore oil exploration support services in the past few months. Mercator Lines, the second largest private operator, is also exploring other opportunities and it recently bought a coal mine in Indonesia.

"We have to de-risk ourselves from the capital-intensive shipping business and focus on something that relies more on human capital. That is why we are betting big on offshore business," said Ravi K Sheth, managing director of Greatship (India), the offshore business of Great Eastern Shipping. Bunker fuel rates have shot up by 62.5% to \$650 in the past two months as compared with the yearago period. At the same time, the Baltic Dry Index (BDI), which measures the cost of moving raw materials by sea, has been extremely volatile after dropping about 90% in 2008 when the global financial crisis set in.

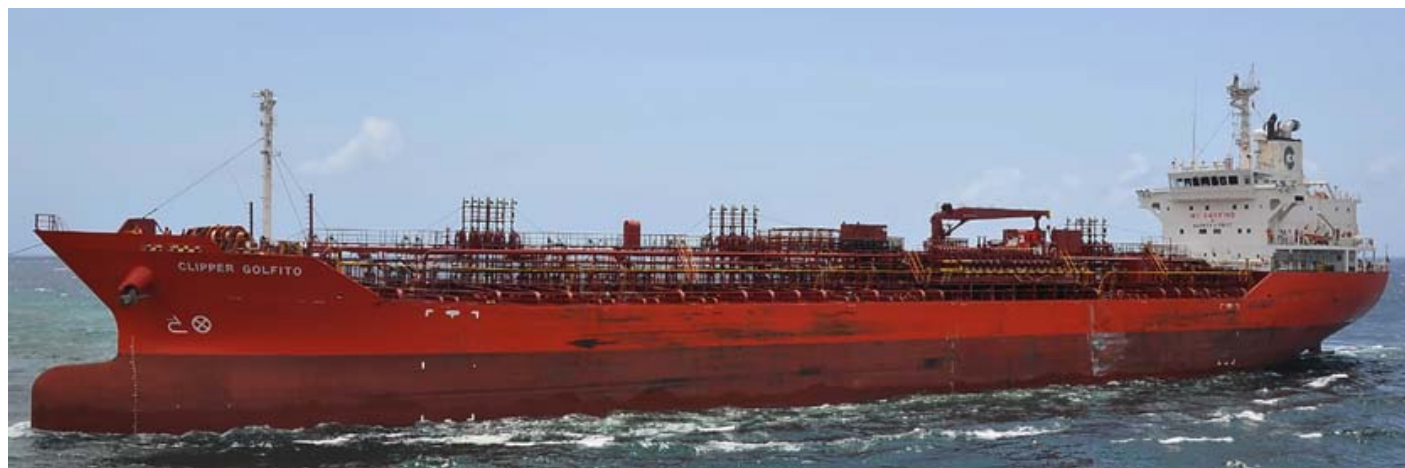
"We are looking to acquire more coal mines, especially in Indonesia where we have been operating for sometime. Our pending order book for dredging is close to Rs 400 crore and our dredgers are occupied for the next one year", said Mercator Lines chairman HK Mittal. The company, which last week decided to rename itself as Mercator Ltd, is expanding its fleet of dredgers to capitalise on the potential in India. Experts have raised concerns over low BDI levels, with some saying Indian shippers' revenues could be hit by as much as 25%. With the Baltic Dry Index expected to settle in the \$1,000- \$1,200 range by the yearend, the shift in focus is like to prop up revenues for these companies.

Deloitte India senior director Hemant B Bhattbhat said, "We will see a 20-25% decline in revenues for shipping companies due to the rising cost of crude oil and the unstable global market. Companies who have started moving away from the general business into specialised areas are the ones that will survive in the long run." Great Eastern Shipping had said earlier that the company was expanding its offshore business and aimed to make Singapore the hub of its global operations. Many firms are diversifying into shipbuilding and container freight stations alongside the offshore and dredging business, he added. Mercator Lines, meanwhile, is planning to use its shipping business to supplement its diversified business.

"Although we continue to invest in new shipping assets, the revenue contribution from the division in the company's total turnover shall continue to decline and the shipping division will be a support service for our other business verticals", HK Mittal told shareholders in Mumbai. Sources say Shipping Corporation of India, too, is expanding its offshore business and plans to create a subsidiary for it. The shift is widespread. Smaller firms such as Varun Shipping



and Global Offshore, formerly Garware Offshore, have also stepped up investments in offshore oil exploration and are looking to expand operations in Brazil and south east Asia. **Source : Indiatimes**



The **CLIPPER GOLFITO** seen arriving in Willemstad (Curacao)  
Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)



Above seen the **MSC Didem** berthing at Port Chalmers on her first visit to the port 25/9/11.  
Photo : Ross Walker ©

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**New £39k lifeboat goes to sea**

A NEW lifeboat worth £39,000 launched for the first time this week – thanks to a sizeable donation left by a long-time RNLI supporter. **Louise Hobbs** passed away back in 1999 at the age of 96, leaving a large chunk of her estate to the RNLI in Eastbourne. The legacy was for the specific purpose of funding a replacement for their D-class inshore lifeboat



when it reached the end of its serviceable life – which is why the cash is only now being used. The new lifeboat, named **Laurence and Percy Hobbs** after Louise's father, Laurence John Hobbs, and brother Percy, replaces the old inshore lifeboat, the **Joan and Ted Wiseman 50**, which has been in use since August 2003. And Louise's nephew, Ronald Hamlin, 92, was on hand to see the new boat take to the water for the first time earlier this week.

He said, "My aunt Louise was the youngest daughter of Laurence and his wife Eleanor. Laurence – my grandfather – was a merchant seaman, but beyond that there

was no other family connection to the sea or the work of the RNLI. I gather Louise was just a great admirer of the lifesaving the RNLI does. "Oddly enough, my own wife used to help fundraise for the lifeboats back when she was a young girl in Grimsby. "Although she did not hail from Eastbourne, Louise moved to the town in later life with another of my aunts, Martha. "I can only assume she used to see and hear about the town's lifeboats launching and just had a great admiration for the crews and love for the town, hence she decided to leave a donation specifically for Eastbourne RNLI." Eastbourne's outgoing D-class lifeboat, **Joan and Ted Wiseman 50**, was funded by Surrey-based couple Joan and Ted Wiseman, who wanted to mark their golden wedding anniversary in a special way. They donated funds for the lifeboat because Eastbourne held fond memories for them. **Joan and Ted Wiseman 50** was launched on service 337 times since taking up berth in Eastbourne, rescuing 194 people and saving six lives. Source : **Eastbourne Herald**

## Turkish research ship sets sail for Mediterranean for oil, gas exploration

A Turkish ship has set sail for the Mediterranean to start oil and gas exploration off the ethnic Turkish northern half of Cyprus. Turkish televisions showed the research ship, the **Piri Reis**, leaving the port of Urla, on Turkey's Aegean coast on Friday. On Wednesday, Turkey marked its marine borders with the breakaway Turkish Cypriot state for offshore oil and gas drilling in response to a similar move by the internationally recognized Greek Cypriot half of the divided island. Turkey has protested the Greek Cypriot move to license a U.S. firm to begin exploratory drilling off the island, saying it undermines the Turkish Cypriots' rights and will derail reunification talks. Cyprus insists Turkish Cypriots would also stand to gain from any gas discovery windfall. Source : **Washington Post**



The **HANNOVER BRIDGE** seen arriving in Rotterdam – Europoort – Photo : **Harry van der Berg** ©





## Wrong drill?

Last week, one day after a Chinese foreign ministry spokesperson said his government was "opposed to any country engaging in oil exploration in waters under China's jurisdiction", an editorial in 'Global Times', a mouthpiece of the Communist Party of China, warned India of "serious political provocation" that would "push China to the limit". The "provocation", it seems, is ONGC Videsh Ltd's reported plans of exploring two offshore oil blocks that Vietnam claims to be in its Exclusive Economic Zone in the South China Sea. Tension has been building for some time. On July 22, an Indian vessel, INS Airavat, was contacted on open radio channel by a caller identifying himself as the "Chinese navy" and told "You are entering Chinese waters" when it was sailing from Vietnamese port Nha Trang towards Hai Phong.

The Indian government not only confirmed that the Indian ship was on a friendly visit to Vietnam, the ministry of external affairs also asserted that "India supports freedom of navigation in international waters, including in South China Sea, and the right of passage in accordance with accepted principles of international law. These principles should be respected by all." But the ground reality is more complex. South China Sea encompasses 3,500,000 km from Malacca Straits to Strait of Taiwan. The sea is rich in fish and believed to hold over 50 billion tons of crude oil and more than 20 trillion cubic meters of natural gas. The state-owned Chinese firm China National Offshore Oil Corporation (CNOOC) is scheduled to spend US\$ 30 billion in oil drilling in the sea during the 12th Five Year Plan (2011-2016). Its strategic location links Indian Ocean with Pacific Ocean - a vital sea artery of world trade. The semi-closed sea is integral to China's nuclear strategy. China also wants to dominate these waters to protect its underwater nuclear submarine base on Hainan Island.

In 2010, China reportedly declared issues concerning South China Sea as being of 'vital interest', thus equating it with Tibet, Xinjiang and Taiwan. China's claims spans across the sea forming a Ushaped zone that overlaps all other claims as it covers 1.7 million square km. All regional states quote UN Convention on the Law of Sea 1982 (UNCLOS) in their support. The law requires constant and effective occupation and control to claim possession. Legally, many of these claims may not be tenable. Disputed claimants regularly report clashes between naval vessels. Of late, China and Vietnam have been more vocal about their claims.

In 2002, China and ASEAN agreed to a 'Declaration of the Conduct of Parties in the South China (DoC) Sea' to better manage tensions arising from the dispute. The parties also agreed to confidence building measures (CBMs). While China wants to resolve the issue bilaterally, the ASEAN countries wish to move collectively against China. Even after nine years, China and ASEAN have not implemented the DoC and CBMs. Since 2007, China has adopted more aggressive tactics like cutting cables of survey ships, planting markers in unoccupied reefs, and harassing foreign shipping boats.

On the other hand, the US navy has increased its presence and stepped up the capacity building of regional states that have overlapping claims with China. Also, many western oil firms are active in the area. In 2008, Exxon Mobile (US), BP (UK) and Talisman Energy (Canada) partnered Petro Vietnam (Vietnam) in drilling in the sea. On China's threat of retaliation, Exxon and British Petroleum delayed their operations; BP decided to sell its share when ONGC was looking to join the drilling project.

Though India supports a negotiated settlement consistent with international law, the Vietnamese EEZ where ONGC is planning to explore is also claimed by China. This puts India directly into the conflict between China and Vietnam. A small incident may jeopardize Sino-Indian relations as we have witnessed repeatedly in recent times. Also, there is a question of providing security to ONGC. Would India depend on US for that?

The idea to use South China Sea as a counter strategy to check Chinese projects in Pakistan-occupied-Kashmir doesn't seem very sensible. The Chinese have no locus standi in J&K and India does not have it in South China Sea. This meddling in each others' affairs can only make things messy. **Source : Times of India**

## CASUALTY REPORTING

### Ship on Fire in Jakarta Bay, Four People Burned, One Missing

A ship owned by the [China National Offshore Oil Corporation](#) is reportedly ablaze in Jakarta Bay, with four people listed as critically injured. Another is missing. All the victims are Indonesian. The CNOOC vessel, the [Lentera Bangsa](#), caught fire at 9 a.m. on Friday as it anchored off the Thousand islands. It is not thought to be an oil tanker.

A police officer was quoted as saying four people suffered severe burns. The fire, which started in the engine room, was still burning at 11:30 a.m. The crew is understood to total more than 150 seamen. The officer said communication with the ship was proving difficult and the remoteness of the vessel made fighting the fire tricky. A Transportation Ministry spokesman said no oil had leaked from the vessel. **Source : Jakarta Globe**

## NAVY NEWS

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### Pyotr Veliky's sisters to sail again

Three nuclear-powered battle cruisers that have been laid up for the last 20 years will get major overhaul including the reactors, electronic warfare systems and weaponry. The refit work on "[Admiral Nakhimov](#)" has already started at the naval yard Sevmash in Severodvinsk reports Izvestia. A source in Russia's military-industrial complex says to the newspaper that also the two other nuclear battle cruisers of the Kirov-class, "[Admiral Lazarev](#)" and "[Admiral Ushakov](#)" will get the same significant modernization.

The only vessel of the class today in operation is the Northern fleet's flagship "[Pyotr Veliky](#)" (Peter the Great) based in Severomorsk on the Kola Peninsula. The hulls on the three huge navy vessels will be renovated and the reactors will be repaired. New radio-communications equipment and radars will be installed. The main acquisition will however be the upgraded weapons with new cruise missiles and universal launch systems. The number of cruise missiles on each vessel will increase from originally 20 to 80 after the refit, according to Izvestia's source.

The oldest vessel now to be refitted and enter service again is "[Admiral Ushakov](#)" from 1980. The vessel was sailing for Soviet Northern fleet until 1990. "[Admiral Lasarev](#)" was launched in 1984, also based in Severomorsk and used to sail the Barents Sea before she was laid-up after the collapse of the Soviet Union. "[Admiral Nakhimov](#)" was sailing for the Pacific fleet in the period from 1988 to the early 90ties. One of the three refitted vessels will be based in Severomorsk together with today's operational "[Pyotr Veliky](#)."

- There will be two nuclear-powered cruisers with the Northern Fleet, says the Defence Ministry source to Izvestia. The two other will likely sail for the Pacific fleet. The first modernized battle-cruiser "[Admiral Nakhimov](#)" will be handed over to the fleet again from the naval yard in Severodvinsk in 2015. The service life is expected to last until 2030-2040. **Source : BarentsObserver**



## VAN AMSTEL ARRIVED IN WILLEMSTAD



The Dutch frigate **F 831 VAN AMSTEL** arrived in Willemstad (Curacao), the frigate under command of (Newsclippings reader) **Hans Verbeek** will be based

in the Caribbean for the next coming months. When passing the Fort Krommelijn the traditional salutes were given the "new" arrival.



Photo's :  
Els Kroon ©

## Highlighted Lanka's and India's prowess

By Ranil WIJAYAPALA in Trincomalee

**INS Shivalik**, a frigate of the Indian Navy, the largest Navy in the South Asia region was sailing towards the sea from the Eastern port Trincomalee along with a fleet of ships and a fast attack craft with the light house located at the Foul Point in Sampur which became a theatre for many sea battles between the Sri Lanka Navy and the Sea Tigers in the past.

Suddenly the smooth sailing of **INS Shivalik**, with many VVIPs on boards was disrupted as a flotilla of small boats came in an unusual speed with huge thump on the surface of the sea surrounding the frigate. The use of shimmering tactics by **INS Shivalik** to avoid the flotilla reaching closer to her, but could not stop the boats which arrived closer to the ship cutting the stormy waters created by the ship with their unusual speed. Luckily it was not the terrorists who had surrounded the frigate but the sailors of the Sri Lanka Navy who had made this attempt to attack the ship recalling memories of the decades long conflict in which the Sri Lanka Navy had to engage in an asymmetric warfare with the Sea Tigers.

If it was an actual sea battle where LTTE used explosive laden small boats for such missions that scene would have been a completely different one as such attacks were the deadliest one any Navy in the world was facing. Even the huge ship might have been damaged with such suicide mission boats. But what had unfolded in the seas off Trincomalee last Friday was only a part of the joint Naval exercise conducted by Indian Navy and the Sri Lanka Navy where the Indian Navy got a clear picture of the warfare the Sri Lanka Navy had with the LTTE Sea Tigers as part of sharing the experiences of the Navies of the two neighbouring countries.

The seas off Trincomalee created a theatre for this massive exercise with the participation of huge vessels, and fast attack craft and the sailors in action on board the arrow boats specially designed for to face small boat attacks by the LTTE during decades long conflict. SLINEX (Sri Lanka India Naval Exercise) - 2011 was the biggest Naval exercise Sri Lanka Navy and the Indian Navy were taking part for decades specially after the defeat of terrorism by the Sri Lanka in May 2009.

Commencing from September 19 in the seas off Trincomalee, SLINEX continued for five days to see a successful ending on September 23 with the distinguished participation of Defence Secretary Gotabaya Rajapaksa, Indian High Commissioner for Sri Lanka Asok Kanth, Navy Commander Vice Admiral Somathilaka Dissanayaka and other senior Navy officials including Director General of Naval Operations Rear Admiral Perera officials witnessing the joint exercise on board the Indian Frigate **INS Shivalik**.

Participating Indian Navy ships arrived in Trincomalee under the command of Rear Admiral HCS Bisht, the Flag Officer Commanding Eastern Fleet (FOCEF) of the Indian Navy. Along with the Frigate **INS Shivalik**, three more ships **INS Ranvijay**, a destroyer, **INS Khanjar**, a missile corvette, **INS Gharial** a landing ship tank and six fast attack craft participated in the Naval exercise from the Indian side.

From Sri Lanka Navy, Offshore Patrol Vessels **SLNS Samudura**, **SLNS Sagara**, Fast Missile Vessel **SLNS Nandimithra**, Fast Gun Boats **SLNS Prathapa** and **SLNS Ranajaya** and six other Fast Attack Craft participated.

Commander Eastern Naval Area Rear Admiral Jayantha Colombage was in overall command of SLN ships' activities. More than 2000 Navy personnel who had participated in the five day Naval exercise from both Navies shared their experience during the exercise. According to Navy Spokesman Commander Kosala Warnakulasuriya the five day exercise was held in four phases covering a Harbour Training Programme at Trincomalee and a Sea Training Programme in the seas off the Eastern coast of Sri Lanka.

"The exercises were focused on seamanship manoeuvres though Station Keeping by Distance Line and Jackstay, Maritime Interdiction Operations, Maritime Interdiction Operation (MIO) including Visit Board Search and Seize (VBSS), Search and Rescue (SAR) Demonstrations, Close Range Anti –air Firing , Asymmetric Threat Exercise," he added.

"What we wanted to know from them is the way they are conducting operations as a professional and conventional Navy like India the biggest Navy in the Indian ocean region and what India wanted to know from us is Sri Lanka Navy's experience on asymmetric warfare with the LTTE as the only fighting Navy in the world during the past few decades," he added. "This joint Fleet exercise reflects the long ties of goodwill, friendly relations and mutual co-operation that exist between India and Sri Lanka. It is aimed at enhancing interoperability of the two Navies and exchanging professional knowledge. The exercise provides opportunity for both Navies to rehearse the concept of joint naval operations and enhance own skills," he added. The preliminary discussions related to the multi dimensional



exercise were held in India with Director General Naval Operations of the Sri Lanka Navy Rear Admiral Jayantha Perera heading the Sri Lanka Navy delegation assisted by Flag Officer Commanding Naval Fleet in strategic level planning.

Navy Commander Vice Admiral Somathilaka Dissanayaka speaking to the media after the successful completion of the joint naval exercise said that it became a historic occasion for the Navies of two countries since it was the biggest naval exercise Sri Lanka and India held after fifty years. The commander said that the Indian Navy was very happy about the joint Naval exercise as they observe the operations carried out by the Sri Lanka Navy in counter terrorism operations.

"Indian Navy is the biggest Navy in our region and we have lot of things to learn from them. At the same time we are depending more than 90 per cent on India to train our Navy personnel and Indian Navy has provided us the two biggest Offshore Patrol Craft we are having at present in the Sri Lanka Navy. So we have a very good relationship and this joint Naval exercise further strengthen our relationship and we have lot of skills to learn from them," he added.

The five days long naval exercise ended after an intense training activities in the sea off Trincomalee on the final day of the exercise and all the ships and Fast Attack Craft lined up to salute Defence Secretary Gotabaya Rajapaksa and Indian High Commissioner Asok Kanth on board the **INS Shivalik**. Source : Sunday Observer

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## Keel laying ceremony held for a series of Damen Stan Pontoons at Ganghua Shipyard Co., Ltd

With proud **Damen shipyards** announced that September 21st 2012, with the guidance of heavy fireworks, the first keel has been laid for a new series of Damen Stan Pontoons which will be built in cooperation with Ganghua Shipyard Co., Ltd. The series contain 12 pontoons with optional 6 + 10 pontoons and differs in sizes from 30\*11 meter to 120\*32 meter and will be built under the Lloyds rules. The delivery times are set to be from January 2012 till December July 2012 for the first series. The optional pontoons, after effectiveness of the orders, will be ready during the second half of 2012.



From the right to the left **Mr. Li Nianhua** (Owner Ganghua Shipyard Co., Ltd.), **Mr. Andries Koster** (Lloyds register surveyor), **Mr. Wang Wei Zhong** (General Manager Jiangsu Soho Marine Co., Ltd.), **Mr. Frank Koppelaar** (Director Damen Shipyards Pontoons & Barges) and **Mr. Frederik Marks** (Project Manager Damen Shipyards Pontoons & Barges)

As a good Dutch tradition a coin will be laid under the first keel section. To emphasize the good harmony and

international cooperation a Euro coin, a Romanian Lei (to honor the Romanian inspectors on site) and a Chinese Yuan

were put under the keel. The cooperation between Damen Shipyards B.V. and Ganghua Shipyards Co., Ltd. has become to efficient building methods and the high quality standards of Damen Shipyards is ensured by the workmanship of Ganghua Shipyards Co., Ltd in cooperation with the dedicated building team from Damen Shipyards side. For more information feel free to visit the website: [www.damen.nl](http://www.damen.nl) , or call **Damen Shipyards** +31 (0)183 639911 and ask for the sales team or send email to [pontoons-barges@damen.nl](mailto:pontoons-barges@damen.nl)

## Meyer Werft cuts first steel for Norwegian Breakaway

**Meyer Werft, Papenburg**, Germany has cut the first steel for the construction of **Norwegian Breakaway**, the first of two new Freestyle Cruising(R) ships for Norwegian Cruise Line, set for delivery from the shipbuilder in April 2013. The first plate of steel took four minutes to cut by a plasma torch in the shipyard's state of the art facility. This plate will become a supporting part of the double bottom in the middle of the new ship.

"Today's steel cutting marks the start of construction for Norwegian Breakaway, our next generation Freestyle Cruising ship, that will captivate and amaze our guests," said Kevin Sheehan, Norwegian's chief executive officer. "We are extremely pleased with the progress we have made so far in planning this incredible vessel. We now look to the capable and talented team at Meyer Werft to bring this ship to life."

The Breakaway class cruise ships, **Norwegian Breakaway** and **Norwegian Getaway**, will each be 144,017 gross tons and will have approximately 4,000 passenger berths. The names were chosen from 230,000 entries received in Norwegian's Cruising for Names contest held in conjunction with national newspaper USA Today.

The shipyard's managing directors Bernard Meyer and Lambert Kruse, as well as Aloys Meemann, project manager, attended the steel cutting ceremony in the laser center. "We are very happy to build these innovative ships for Norwegian and to continue our long lasting relationship," said Mr. Meyer. "We can guarantee to deliver a cruise vessel with an exceptional interior design, extremely comfortable staterooms and the highest technical standards."

To date, the company has revealed details on all of the ships' staterooms which combine the form and function of the line's Jewel class ships' staterooms with the modern and contemporary design touches of **Norwegian Epic**. A mix of stateroom options will be available including the innovative Studios, designed and priced for solo travelers, the re-introduction of Oceanview staterooms, Balcony and Mini-Suites, along with Spa Balcony, Mini-Suites and Suites in close proximity to the spa. The ship also features The Haven by Norwegian, comprised of 42 suites at the top of the ship and 18 additional suites located throughout the ship.

The company expects to release details on **Norwegian Breakaway's** inaugural itinerary in the near future. Further information on **Norwegian Breakaway** can be found at [www.ncl.com/breakaway](http://www.ncl.com/breakaway) . Source : MarineLog



**Combi Dock IV** becoming **OIG Giant II** works in progress at **Lloyd Werft** in Bremerhaven.  
Photo : Capt. PJ Franse ©



## Bollinger Shipyards gets contract mod for four more Fast Response Cutters

The U.S. Coast Guard has awarded a \$179.7 million contract option to Bollinger Shipyards for the production of four more Sentinel-class Fast Response Cutters (FRCs). This option award brings the total number of FRCs under contract with Bollinger to twelve, with a current contract value of \$597 million. The current FRC contract contains options for up to 34 cutters and is worth up to \$1.5 billion if all options are exercised. The FRCs acquired under this contract option are scheduled to be delivered to the Coast Guard by the shipbuilder in 2014 and homeported in Key West, Fla.

In September 2008, the Coast Guard awarded Bollinger an \$88 million production contract for the lead FRC. That ship, named the **Bernard C. Webber**, was launched on April 21 and will undergo sea trials prior to its anticipated delivery later this year. The second FRC, **Richard Etheridge**, was successfully launched August 18, and production is underway on FRCs numbers 3-8. **Webber** will be homeported in Miami, Fla., and will primarily perform missions to save lives, enforce U.S. and international maritime law and ensure security in the Coast Guard's 7th District off the Southeastern coast of the U.S. and in the Caribbean Sea. "The Bollinger organization is very pleased that the U. S. Coast Guard has awarded four additional Fast Response Cutters (FRC) to our on-going contract. This follow-on award will result in an extension of our backlog for several years, and provide jobs for over 500 Bollinger employees. This award reflects the Coast Guard's continued confidence in the quality products delivered by the Bollinger team, including our workforce and team of suppliers and contractors."



The **Sentinel-class** will eventually replace the Coast Guard's venerable **Island-class 110-foot** patrol boat. The FRC uses a proven, in-service parent craft design based on the **Damen Stan Patrol 4708**. It has a required flank speed of 28 knots and will be armed with one stabilized, remotely-operated 25mm chain gun and four crew-served .50 caliber machine guns. Other requirements include the ability to perform independently for a minimum of five days at sea and capable of underway operations for a minimum of 2,500 hours per year. It will use state-of-the-market command, control, communications and computer technology that will be interoperable with the Coast Guard's existing and future assets, as well as Department of Homeland Security and Department of Defense assets. The cutter will also meet American Bureau of Shipping design, build and class standards. The Coast Guard plans to acquire up to 58 FRCs.

All Fast Response Cutters delivered as part of the **Sentinel-class** will be named after enlisted Coast Guard heroes. FRCs nine through twelve will be named the **Kathleen Moore**, **Joseph Napier**, **William Trump** and **Isaac Mayo**, respectively **Source : MarineLog**

## ROUTE, PORTS & SERVICES



### Monster aan voor een Wereldbaan

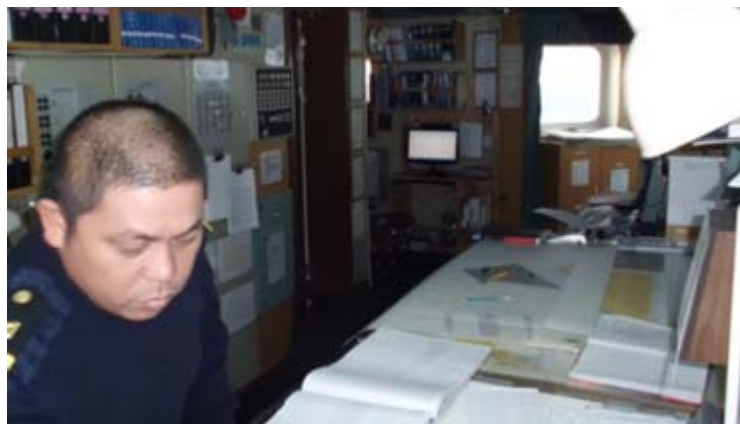
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## WITH THE HAPPY BEAR FROM VLISSINGEN TO PORTLAND



Herewith some photos of a sea trial made from Vlissingen to Portland with the **Happy Bear** from **Bernard Schulte Ship management**.



The **Happy Bear** is a LPG tanker capable of cooling its cargo and is powered with a MAN B&W 6S35MC engine rated 5700KW. The ship is underway to Cartagena in Colombia and made a bunker call at Portland where also the service personal was landed.

Photo's : Ben Schaap ©  
Controls Commissioning & Service

## Crowley offers new Caribbean shipping services

**Crowley Maritime Corp.** is adding freight forwarding, consolidation and Customs brokerage services in Tortola and Virgin Gorda, British Virgin Islands (BVI), the company announced this week. Crowley, based in Jacksonville, now also offers customers less-than-container-load (LCL) shipping and air freight services between Miami; San Juan, Puerto Rico, and Road Town, Tortola.

"We strive to continually improve our services for customers - in this case those who are shipping to and from the Caribbean," said Carlos Rice, vice president of operations for Crowley. "Adding logistics options in the BVI widens our capabilities in the Caribbean as a whole while providing additional trade lanes to customers." The company offers two separate sailings for LCL cargo to Tortola, which aim to provide customers greater options and flexibility. The first sailing has a vessel departing Miami on Thursdays for a Monday arrival in Road Town, which allows shipments to be delivered to stores at the start of each week. The second sailing is every other week from San Juan, departing on Fridays for Tuesday arrivals in Road Town. Additionally, Crowley offers northbound sailings for all types of cargo to islands in the Caribbean, including Tortola, via direct port calls in St. Maarten and Port Everglades, Fla. The company also provides trucking and distribution services in San Juan and Miami, and offers pick-ups and deliveries in Tortola.

Source: **Business Journals**





The **SIVA SINGAPURA** seen outbound at Maaspilot Station ready to disembark pilot **Rik van Marle** via the tender as can be seen above – **Photo : Marijn van Hoorn ©**

## Bangladesh seeks Kuwaiti cooperation on dredger

The Daily Star newspaper reports that the Prime Minister of Bangladesh, Sheikh Hasina, has sought Kuwait's cooperation to procure a dredger for its ongoing capital dredging in different rivers across the country. The Prime Minister made the request during a recent meeting with the Prime Minister of Kuwait Sheikh Nasser Mohammad Al-Ahmad Al-Sabah.

Hasina informed her Kuwaiti counterpart that her government had taken extensive measures for the capital dredging of rivers to make them navigable. "We need your cooperation to procure more modern dredgers," she said. **Source : Dredging News Online**

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Above seen the Australian Antarctic research and supply ship **AURORA AUSTRALIS** departing Brisbane on 25 Sep after a month in dry dock in Brisbane. **Photo : John Wilson ©**

## Confidence dips to all-time low as economic uncertainty fuels overtonnaging fears

Overall confidence levels in the shipping industry fell to their lowest level for three and a half years in the three months ended August 2011, according to the latest shipping confidence survey by leading accountant and shipping adviser Moore Stephens. Fears about overtonnaging, and continuing uncertainty about the global economy, were the main reasons for the decline in confidence. The rising cost of marine fuels was also a cause for concern. In August 2011, the average confidence level expressed by respondents in the markets in which they operate was 5.3 on a scale of 1 (low) to 10 (high), compared to 5.6 in the previous survey in May 2011. This is the lowest figure recorded since the survey was launched in May 2008 with a confidence rating of 6.8, which remains the highest rating achieved thus far. Confidence over the three-month period covered by the latest survey fell most noticeably on the part of owners, down from 5.8 to 5.1, the lowest owner rating recorded during the life of the survey to date. Confidence levels among charterers were even lower at 5.0, but the fall in comparison with the previous survey (from 5.4) was less than that for owners. Confidence on the part of managers fell from 5.8 to 5.6, while brokers held on to their already comparatively low rating of 5.1. Geographically, confidence remained lowest in Europe, falling from 5.5 to 5.0, its lowest level since the survey was launched. Asia, meanwhile, held steady at 5.7. One respondent observed, "Until recently, things looked quite optimistic, but recent doubts over US loan credibility and EU financial worries have severely dented confidence." Others referred to "the most unpredictable period since the beginning of the global financial crisis" and suggested that the market was "back to levels last seen in 2001." Few could see a short-term solution to the difficulties. Overtonnaging was a recurrent theme throughout the comments.

"Markets are at rock-bottom," said one respondent, "and will stay there for some time because of the large number of new vessels due to come into service. Older vessels and speculative investors, as well as low-grade operators, will have to disappear before the situation can start to improve." Another respondent noted, "The situation looks pretty grim, given the massive amount of over-ordering." Expectations on the part of respondents of making a major investment or significant development over the next twelve months fell, on a scale of 1 to 10, from 5.6 to 5.1 – the lowest level since the same figure was recorded in November 2009. Just one year ago, in August 2010, respondents recorded the highest figure (6.0) in the life of the survey to date. This time, owners recorded the biggest drop in this regard, while managers and charterers were also less confident. Geographically, expectations of making a major investment were down across all the main regions covered by the survey. Having dropped out of the top three for the first time in the last survey, finance costs returned as one of the top three factors which respondents expected to influence performance most significantly over the coming twelve months. Demand trends and competition, meanwhile, maintained their ever-present record in the top three. Overall, 22 per cent of respondents (down from 23 per cent last time) cited demand trends as the most significant performance-affecting factor, while 17 per cent (19 per cent)

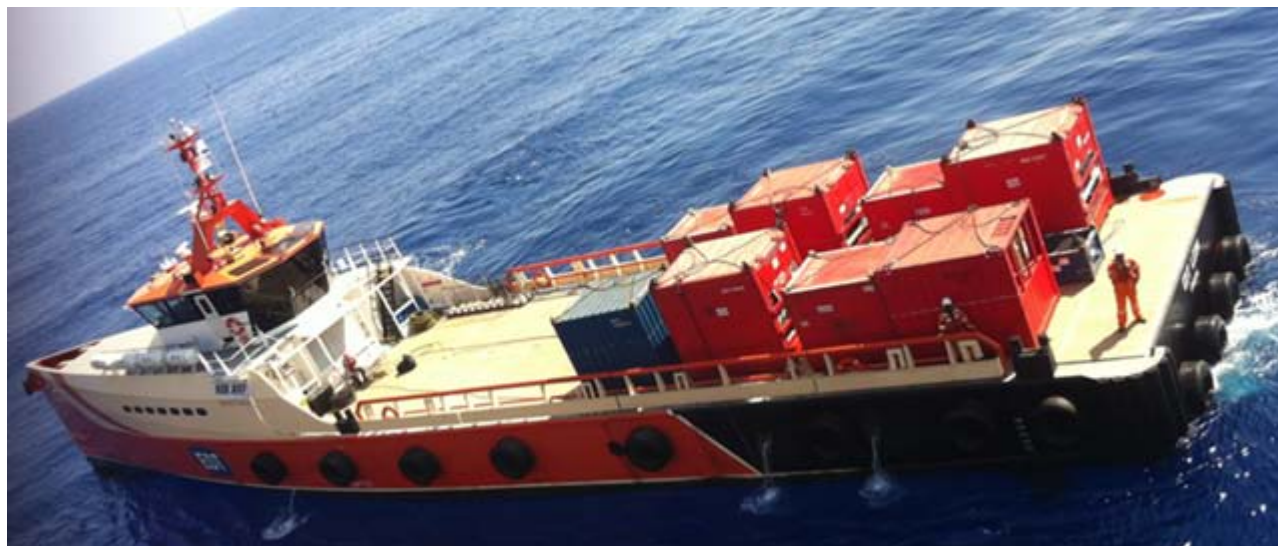


identified competition in this regard. Meanwhile, 16 per cent of respondents, (14 per cent), opted for finance costs. The percentage of respondents overall who identified fuel costs as having a significant effect on performance was down by 4 percentage points to 12 per cent. For owners, demand trends continued to be the dominating factor, despite a fall from 28 per cent to 24 per cent in the number of owners who put it in first place overall, ahead of finance costs and tonnage supply. The top three performance-influencing factors for managers were competition and demand trends - both cited by 17 per cent of respondents in that category and both up by two percentage points on last time - followed by operating costs. For charterers, meanwhile, demand trends and competition made up the top three, ahead of fuel costs. Geographically, demand trends emerged as the most significant factor for operators in Asia, Europe and North America (19 per cent, 23 per cent and 30 per cent, respectively), with competition and finance costs making up the remainder of the top three. Fewer respondents expected an increase in finance costs over the coming year - 52 per cent compared to 59 per cent in the previous survey. This was the case across all categories of respondent and in all geographical areas covered by the survey. Meanwhile, the number of charterers who were anticipating finance costs to fall over the next year was up from 9 per cent to 15 per cent, the highest figure since May 2009. Geographically, the biggest change was to be found in Asia, where the 50 per cent of respondents anticipating higher finance cost was twelve percentage points down on the 62 per cent recorded in May 2011. There was a big fall in the numbers of respondents expecting rates in the tanker sector to increase over the next twelve months - down overall from 44 per cent last time to the lowest level since February 2009, at 34 per cent. Just 30 per cent of owners, the lowest total for more than two years, thought that rates were likely to increase, compared to 50 per cent in May 2011. Similarly, the numbers of managers and charterers who were anticipating tanker rate increases were the lowest since February 2009. Meanwhile, the overall number of respondents who thought that tanker rates were likely to fall over the coming year was up by 7 percentage points to 19 per cent. In the case of owners, 23 per cent thought that rates were likely to come down, compared to just 8 per cent last time.

For charterers, the figure rose from 20 per cent to 26 per cent. In the dry bulk sector, the number of respondents expecting rate increases over the next twelve months was down from 37 per cent to 27 per cent, an all-time low in the life of the survey. The number of owners who shared this opinion also hit an all-time low, while the 8 per cent of charterers of like mind was easily the lowest in three-and-a-half years. The container ship market saw the biggest shift in opinion. In May 2011, there was a 28 percentage-point difference between the numbers anticipating higher rates and those who thought that rates would go down. Now, the gap has closed completely. Just 28 per cent of respondents overall thought that rate increases were likely over the coming year - the lowest figure since November 2009 - and 28 per cent expected rates to come down. Charterers were the only category of respondent recording an increase in expectations of higher rates. Owners and managers recorded the lowest figures in this regard since August 2009. In Asia, expectations of container ship rate increases were down from 41 per cent to 26 per cent, while in Europe the fall was from 44 per cent to 27 per cent.

Moore Stephens shipping partner, Richard Greiner, says, "The drop in shipping confidence to a record low is a disappointment. But it has been coming. Given what has been happening in the world, and in the industry, confidence remained surprisingly high last year, but it has started to slip in 2011. Indeed, in many ways, it is back to the levels of two years ago. "We are starting to see now what many had predicted would happen much earlier. Banks are calling in their loans, shipping companies are filing for bankruptcy protection, ships are being arrested and auctioned around the world, and the courts and arbitration tribunals are starting to see an increase in their workloads. Financiers want their money, and are ready to take what they can get now rather than wait in the hope that the markets will recover and enable them to achieve a return on their investment. This results in a situation in which everybody loses something. Financiers need to continue to work together with shipping companies and external financial advisers to find a way forward for viable long-term businesses, perhaps exploring the opportunities offered by independent business reviews." Meanwhile, costs are going up all the time. Bunker prices are the big worry. The cost of fuel has to be met and passed down the chain, at a time when money is tight for everybody. After a lull, the indications are that operating costs are once again likely to increase. The cost of raw materials also continues to rise. At the same time, freight rates are tumbling through the floor, stock markets are falling around the world, the US and European economies continue to stutter unsatisfactorily, political unrest in the Middle East shows no sign of abating, and the general economic gloom deepens. "Our survey revealed, unsurprisingly, that the industry is much less confident now of being in a position to make a major investment over the next twelve months. With access to credit very tight, you cannot spend what you do not have. Most respondents to our survey were adamant that we do not need any more ships, and indeed that we already have too many to carry the level of trade on offer. The survey also showed, however, a fall in the number of respondents who expected finance costs to increase over the coming year. So, despite all the difficulties, now is a good time to buy, for those with access to money and a sound business plan. No industry can grow without continuing investment. "There could be some nasty surprises, and some tough decisions, in

the months ahead for operators and investors alike. But those who are in shipping for the long term will ride it out, and many will have had previous experience of doing just that. The international nature of the industry may be working against shipping at the moment, but it will once again prove to be its strength in less troubled times." **Source : Moore Stephens LLP**



The **EDT LEON** seen alongside Allseas **CALAMITY JANE** – Photo : E vd Heijde ©

## **Engaging international firm for PDWCP project: KPT wasted Rs20bn by awarding contract**

The Sub-committee of the Senate Standing Committee on Ports and Shipping on Thursday observed that Karachi Port Trust (KPT) had wasted Rs20 billion by awarding a dredging and reclamation contract to a Chinese firm at the under-construction Pakistan Deep Water Container Port (PDWCP) project. The committee's members including Senator Dr. M. Ismail Buledi, Senator Dr. Abdul Malik and the convenor, Senator Gulshan Saeed were critical of the issue during the second day of the meeting held at KPT head-office.

The meeting had been organised to discuss the Rs20 billion contract dredging issues at PDWCP in Keamari with the KPT officials and the trust Chairperson Nasreen Haque. The deep seaport is being constructed in Keamari close to the existing Karachi harbour at a cost of \$1.6 billion. The Senators appeared to clip the KPT power to bar it from investing heavily in any projects on its own and were likely to call for legislation to link its spending to the federal government's nod. The KPT is an autonomous semi-government trust, which is governed by a 10-member Board of Directors. Senator Gulshan Saeed said that the committee would approach court if it found the KPT was responsible for wasting Rs20 billion in the dredging project.

At the meeting, the Senators also discussed the issue with the representatives of Chinese Water Electronics (CWE), a Chinese firm, which the KPT had awarded dredging contract. The Deputy General Manager (CWE), Chen Huijun who was leading his team told the committee that his firm was making efforts to accomplish the task as soon as possible.

Senator Gulshan Saeed believed that the KPT management had wasted Rs20 billion to execute a small project by hiring international firm, as the trust could utilize its own dredgers to complete the project. She said that the committee had given a week time allowing the Chinese firm to evolve a fresh outline to guarantee the immediate accomplishment of the task. But, she made it clear that her led committee would not scrape its probe into the dredging project of the trust. She was of the firmed view that the project, which swallowed Rs20 billion, could have been completed in a small amount.

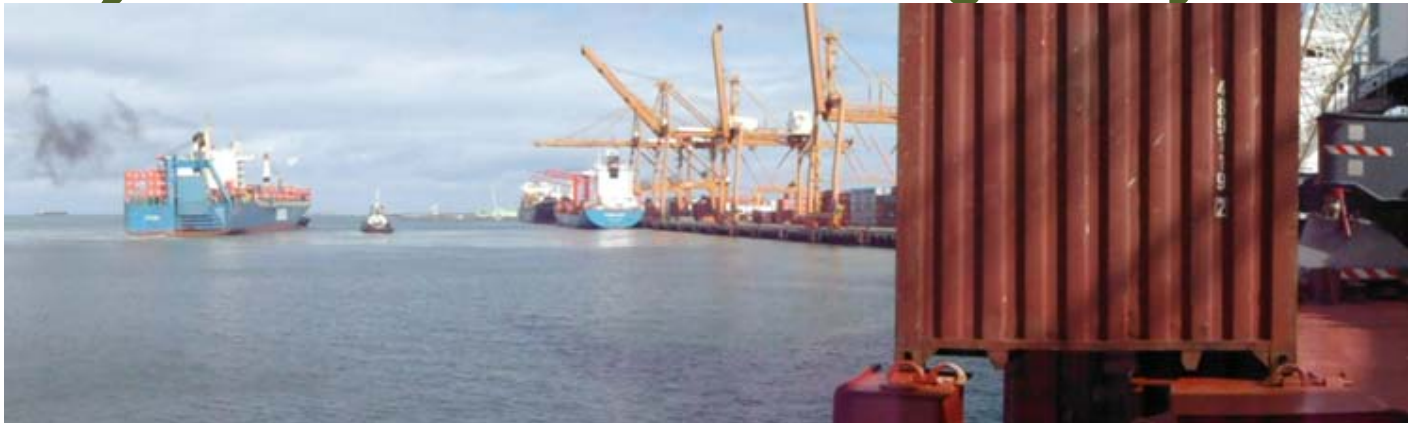
The committee also warned the CWE of scraping its contract if it failed to complete the project on time. Senator Gulshan told reporters that her committee members had reached a consensus to go to the apex court to settle the issue if KPT was responsible and the legislators would also seek a law to clip the KPT spending. Chen Huijun also told newsmen that his company would knock the international arbitration court if KPT cancelled the contract. **Source : Business Recorder**





The **TRUSTEE** seen arriving in Chagaruamas – Photo : Capt. Neil Johnston – Master Salvanguard ©

## Itajaí Port Situation Following Heavy Rains



Above seen from the **BBC GREENLAND** the **ALLIANCA IPENAME** (left) and the **ALLIANCA SANTOS** (moored) in the Port of Suape 21.09.2011. Photo : Oscar Felipe González Murcia ©

**Brazil P&I, Santos** have issued a circular as per the attached advising of a number of problems in the Rio Itajaí-Açu port complex and the Itajaí-Açu river following weeks of heavy rain which have flooded approximately 40% of the city.

The heavy rains are causing the river to flow at speeds of up to 10 knots. Operations in the port have been suspended and vessels are either being diverted to other ports or are waiting outside. At present, damage to infrastructure appears to be limited to subsidence at Berth 1 operated by APM Terminals. Since areas of the river valley have also been flooded it is possible that sediment may have been carried down river and deposited on the river bed, reducing the depth of water. The extent of the silting will be determined once the river has returned to normal.

Once the port of Itajaí has been reopened, masters are urged to contact the port authorities and/or their port agents for the latest information regarding water depths to ensure that they have adequate under keel clearance at all times.

Source : **Brazil P&I**

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



The **Svanen** is working on a part the "**London Array**" wind turbine park in the Thames Estuary, the photo is showing her working on her for last pile she had to drive in as seen from the tug "**Marineco Toomai**" which is returning to Flushing to pick up the last, 400 Ton, pile of the job. **Svanen** is used for parts of the wind turbine park as she can operate in the shallow waters of the estuary. Thanks to the friendly captain of the "**Marineco Toomai**" for dropping me off in Flushing. **Photo : Rinco Hollemans ©**

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