



Number 290 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Monday 17-10-2011**

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



Above seen the "Marineco Toomai" assisting the "Alexander von Humboldt" which is adding sand to the coast of Walcheren (Province of Zeeland – The Netherlands) between Westkapelle and Zoutelande. – Photo : Rob Oostdijk (c)

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore

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IN MEMORIAM

Yesterday I received the very sad news that



PIETER KALIS

Passed away in the plane enroute from Singapore to Amsterdam



Pieter was the Managing Director of **DAMEN SHIPYARDS SINGAPORE**, and also a regular visitor to the **Dutch Maritime Club De Ruyter** in Singapore, which members were recently invited to the Damen yard, where **Pieter** gave "**De Ruyters**" a very interesting tour (as seen above) over the newbuilding units alongside and over the yard, which was ended with an excellent lunch.

On behalf of all the readers I would like to wish the family, friends and all Damen Group personnel the strength to cope with this sudden, tragic loss, which left a lot of people speechless.

The soon I have received more information I will let you all know

***** PIETER REST IN PEACE, YOU WILL BE MISSED! *****

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The **SLOTERGRACHT** seen off Terneuzen - Photo : Richard Wisse – www.richard-photography.nl (c)

FBI investigates newborn death on cruise ship

The FBI picked up the investigation of a dead newborn found on a cruise ship that returned to Port Canaveral on Saturday. On Wednesday, a **Carnival Dream** employee discovered the deceased newborn in a guest cabin, according to a Carnival Cruise Line release.

The cruise line informed authorities in St. Maarten about the incident and the baby's mother, a 20-year-old female guest traveling on board the Dream, was detained pending further investigation, Carnival said in the statement

The FBI said the baby's mother is a US passenger who is not from Florida. The FBI evidence response team was called to Port Canaveral for ongoing investigation Saturday morning when the ship arrived. The FBI is not releasing suspect information at this time. "No one has been charged we are still working on getting facts and gathering any available evidence," said FBI Special Agent Dave Couvertier. The baby's mother has not returned to the US, according to the FBI. Source : **floridatoday**



The Cypriot ferry **Salamis Filoxenia** seen moored in the port of Haifa - Photo : Anko Staas (c)

Hamburg Süd: Inaugural call of a “Santa” ship in Hamburg

On Sunday, 16 October 2011, the “**Santa Catarina**” will be the first Hamburg Süd container vessel of the “Santa” class to call at the Port of Hamburg. She is due to berth at the Burchardkai terminal in the evening hours and sail again late Monday evening. She features a slot capacity of 7,100 TEU and is fitted with 1,600 reefer slots, making her one of the largest ships ever built for Hamburg Süd.



The **SANTA CATARINA** seen enroute – Photo : Henk van der Heijden (c)

The first vessel of this series, the “**Santa Clara**”, was delivered by Daewoo Shipbuilding & Marine Engineering Co. Ltd. (DSME) in Korea in October 2010. In March 2011, the “**Santa Clara**” was the third ship of the “Santa” class to be put into service. A total of seven “Santa” ships have been delivered to date. At present six of these are deployed in the service between Asia and South Africa/South America East Coast. The “**Santa Catarina**” is the first ship of this series to be phased into the service between Europe and South America East Coast and now to call at Hamburg. Sister ships eight to ten are to be delivered by summer 2012. They are all characterised by a large reefer capacity and a special design which also allows deployment in the partly draught-restricted ports of South America. Source: Hamburg Süd



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The **BERGE BUREYA** seen approaching Rotterdam-Europoort with on the stern the tug **SMIT PANTHER**
Photo's : Jan Almoes ©



Struggle to get oil off stricken New Zealand ship

Salvage workers struggled to begin pumping oil from a stricken container ship off the New Zealand coast as approaching foul weather threatened to disrupt the recovery. Meanwhile, authorities began to reopen sections of popular beaches near where the cargo vessel [Rena](#) ran aground 11 days ago after a volunteer army removed more than 600 tonnes of oiled sandy waste. The government is seeking a meeting with the shipping firm that chartered the [Rena](#), saying it was not happy with their response to New Zealand's worst maritime pollution disaster.

Transport Minister Steven Joyce said he had called for talks on Monday with the [Mediterranean Shipping Company](#), the world's second largest container shipping firm, saying "they have to step up and be part of this exercise". The [Rena](#) remained teetering on the reef, but in calm waters, and Maritime New Zealand (MNZ) on-scene commander Nick Quinn said it was hoped to begin pumping oil to a nearby tanker on Sunday. "The speed of the operation will depend on a range of factors including weather, the stability of the vessel and the viscosity of the oil. This will be a long process," he said.

Salvage personnel have said that their main difficulty without power from the ship's engines was heating the fuel, which has cooled to a dense consistency, making it harder to pump. Although the forecast was good in the immediate future, rising seas were forecast for Monday night. It is believed 1,346 tonnes of oil remain on board the vessel, which was carrying 1,673 tonnes when it ploughed into the Astrolabe Reef early on October 5. The spilled oil has killed about 1,000 birds and has been washed up on once pristine beaches, bringing thousands of volunteers to the seashore to mount a clean up campaign.

The mass effort to clear away hundreds of tonnes of sludge allowed authorities to reopen public access to a small section of beach on Sunday, although Quinn warned that changing tides and weather conditions could bring more oil ashore. "People shouldn't panic if they do see some oil around there. It's been three days since we got any fresh oil off the ship and so the oil that is out there is weathered and less toxic than any fresh oil," he said. "We are here for the duration of this response. When oil turns up on the shore, we will get it clean and open to the public as soon as we can. And if we need to, we will do that again and again." The [Rena](#) was off course when it ran aground and the New Zealand government has accused the captain of attempting to take a short cut on his way to the port of Tauranga on the east coast of New Zealand's North Island.


The captain and the officer on navigational watch when the Liberian-flagged ship ran aground have been charged with operating a vessel in a manner causing unnecessary danger or risk. The charge carries a maximum penalty of one year in jail. While the salvage operation continued, the New Zealand navy was patrolling the area locating containers which had fallen from the teetering vessel and posed a hazard in the shipping channel. **Source : The Jakarta Globe**



The Singapore registered crewboat [Pelican Grand](#) at KSB Offshore base, Kuantan


Photo : Capt. Jelle de Vries ©

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The **Evelyn Maersk** seen anchored off Hoek van Holland
Photo : [skeyes](http://skeyes.com) - www.skeyesphoto.com ©

China paper warns India off Vietnam oil deal

India is playing with fire by agreeing to explore for oil with Vietnam in the disputed South China Sea, a major Chinese newspaper said on Sunday, advising the Indian company to reconsider and pull out. India's state-run explorer Oil and Natural Gas Corp said on Wednesday its overseas investment arm had signed a three-year deal with PetroVietnam for developing long-term cooperation in the oil sector. The news came as China and Vietnam signed an agreement seeking to contain a dispute over the South China Sea that has stoked tensions between the two Communist-ruled neighbours divided by a history of mistrust. The China Energy News, published by Communist Party mouthpiece the People's Daily, said cooperation between India and Vietnam in these seas was a bad idea. "India's energy strategy is slipping into an extremely dangerous whirlpool," it said in a front page commentary. Both China and India have huge energy needs, which had led them to compete in some parts of the world and cooperate in others, it said. "But oil companies must have a bottom line, which is to follow international law and respect the structure of international relations," the newspaper added. "On the question of cooperation with Vietnam, the bottom line for Indian companies is that they must not enter into the disputed waters of the South China Sea," it said.

"Challenging the core interests of a large, rising country for unknown oil at the bottom of the sea will not only lead to a crushing defeat for the Indian oil company, but will most likely seriously harm India's whole energy security and interrupt its economic development. "Indian oil company policy makers should consider the interests of their own country, and turn around at the soonest opportunity and leave the South China Sea," it said. The pact between ONGC Videsh and Vietnam's oil and gas agency covers new investments and strengthening presence from drilling-to-dispensing in Vietnam, India, and other countries, ONGC said. ONGC Videsh, along with TNK-BP and PetroVietnam, has a stake in a gas field in the Nam Con Son basin, off Vietnam's south coast. In 2006, Vietnam had awarded two exploration blocks - 127 and 128 - in Phu Khanh basin to ONGC Videsh. Vietnam and China - as well as the Philippines, Brunei, Malaysia and Taiwan - stake conflicting claims over parts of the South China Sea, a potentially oil and gas rich body of water spanned by key shipping lanes. Last month, China's top official newspaper warned that a joint energy project between India and Vietnam in the sea infringed China's territorial claims. In May and June, Vietnam accused

Chinese vessels of harassing Vietnamese ships within Vietnam's exclusive economic zone. China denied its ships had done anything wrong. Businessmen and diplomats say China has pressured foreign firms in deals with Vietnam not to develop oil blocks in the sea. China and Vietnam have agreed to strengthen military cooperation, increase contacts between high-ranking officers and establish a hotline for the two defense ministries in a bid to cool tensions, Xinhua news agency said on Saturday. **Source : The Star**



PRINCESS NAOMI sailed from Salt End Oil Terminal along the Humber for Bordeaux assisted by SMS tugs **TRUEMAN** and **YEOMAN**. **Photo : Simon Smith ©**

Brand op jacht ter hoogte van Vlissingen

De meldkamer van de politie in Middelburg meldde gisteren om 14.05 uur aan Het Kustwachtcentrum Den Helder dat nabij Vlissingen een jacht in brand stond. Direct zijn de reddingboten van de stations Breskens, Westkapelle en Cadzand van de Koninklijke Nederlandse Redding Maatschappij gealarmeerd. Het Kustwachtvliegtuig, dat een reguliere vlucht uitvoerde, is ook naar de plaats van het incident gestuurd. Verder meldden zich twee politievaartuig in.

Om 14.30 meldde het politievaartuig **P-58** dat de enige opvarenden was overgestapt op een ander jacht en er geen rook meer te zien was. Het betreft een 14 meter lang houten zeiljacht. De reddingboot van Breskens heeft brandweerpersoneel in Vlissingen opgehaald en overgebracht naar het jacht. Daar is een controle uitgevoerd en om 14.00 uur kwam de melding dat de situatie onder controle was. In de huid van het jacht is een gat gebrand. Een bergingsvaartuig sleept het jacht naar Breskens. De politie doet nader onderzoek naar de oorzaak. **Bron : Kustwacht**

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Several **Iskes** tugs seen assisting the **MINERVA ANTONIA** in the Ijmuiden locks – Photo : Jan Plug (c)

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The **MAGNOLIA SEAWAYS** seen bound for Gent - Photo : Willem Kruit (c)



NAVY NEWS

Severnaya Verf delivers corvette Soobrazitelny to Defense Ministry



St. Petersburg-based Severnaya Verf (Northern Shipyard) delivered, October 14, to the Russian Ministry of Defense the **Soobrazitelny**, the first serial stealth corvette of Project 20380, the shipbuilding firm said Friday. The official Russian Navy flag hoisting ceremony was held onboard the ship. "The delivery of the **Soobrazitelny** is completed in strict accordance with the schedule approved by the Customer - the Ministry of Defense," the shipyard General Director Andrei Fomichev said.

The Project 20380 corvette designed by Almaz Central Marine Design Bureau is a totally new ship for the Russian Navy for its superior performance characteristics and properties similar to those of her class destroyers. The corvette features advanced stealthy technologies, multifunction properties, flexibility, compact size, high level of automation and systems integration.

The project has a significant potential for modernization, the shipyard's report says. The littoral corvette is designed to destroy enemy surface ships, submarines, aircraft and to provide artillery support for the marines' landings.

The warship's main characteristics:

- Displacement - about 2,000 tons;
- LOA - 105 m;
- LWL - 90 m;
- Max Speed - 27 knots;
- Cruising range - 4,000 nautical miles at 14 knots;
- Endurance – 15 days
- Crew – 100 (including helicopter maintenance crew) - 100.

The ship is powered by four 16D49 diesel engines of total capacity of 23,320 hp.

The ship is armed with Uran antiship missile system, Kashtan antiaircraft missile / gun system, 100-mm multipurpose gun system AU A-190, 30-mm automatic gun mounts AK-630M and 330-m Paket anti-torpedo defense. The warship carries onboard a KA-27 Helix ASW helicopter.

Currently, Severnaya Verf is building another two corvettes of Project 20380 (**Boyky, Stoyky**), two frigates of Project 22350, a corvette of Project 20385 and a vessel of communications of Project 18280 for the Russian Navy. According to "State Armament Program until 2020", the shipyard is to deliver to the Customer, the Ministry of Defense six serial corvettes of Project 20380 and 20385 by 2018 and six frigates of Project 22350 by 2020.

St. Petersburg's JSC Shipbuilding Plant Severnaya Verf (Northern Shipyard) is a leading shipbuilding company of the Russian defense industry. The firm has been part of Moscow-based United Industrial Corporation since 2004. The shipyard specializes in building cruisers, destroyers, minesweepers, patrol vessels and antisubmarine, research and passenger vessels, timber cargo carriers, trawlers, container ships and ro-ro vessels for the Russian Defense Ministry and foreign customers. **Source : PortNews**



Sandown Class Mine Countermeasures Vessel **HMS Bangor** is pictured near Tobruk, Libya.

HMS Bangor and **Hr.Ms Vlaardigen** had been given the task of clearing a shipping lane into the Key Port of Tobruk, Libya. Once this task had been completed **HMS Bangors** divers seized the opportunity to hone their skills in the shallow waters off the Libyan coast. **Photo : PO(Phot) Paul Punter – MOD**

Marineduikers zoeken naar vermiste vissersboot Aruba

Marineduikers van de Defensie Duikgroep hebben met speciale onderwaterapparatuur gezocht naar de vissersboot 'Chanty' en haar twee vermiste bemanningsleden die afgelopen weekend plotseling verdwenen in de wateren nabij Aruba. Zij gaven hiermee gehoor aan het verzoek tot militaire bijstand van de Gouverneur van Aruba.



Direct na de vermissing heeft de Kustwacht van het Koninkrijk der Nederlanden in het Caribisch Gebied gedurende een aantal dagen, samen met andere eenheden, een uitgebreide zoekslag op het water en in de lucht uitgevoerd. Hierbij is de vissersboot niet aangetroffen. Het vermoeden bestond vervolgens dat de Chanty mogelijk op de bodem van de zee zou liggen op of nabij de laatst bekende positie. Om een zoekslag onder water uit te voeren werd de Koninklijke Marine ingeschakeld.

De marineduikers concentreerden zich op drie gebieden die waren gebaseerd op de laatst bekende positie van de Chanty en de stroming van het water. Vanuit het ondersteuningsvaartuig Hr.Ms. Pelikaan zochten de duikers bijna twaalf uur non stop met geavanceerde onderwaterapparatuur. Het vaartuig is helaas niet gevonden. Foto: Koninklijke Marine

SHIPYARD NEWS



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Western India Shipyard wins five repair orders

Western India Shipyard won five repair orders worth a total of INR300m (\$6.1m) from four different clients. The ABG Shipyard owned yard will repair two jack-up oil rigs for Transocean, one jack-up oil rig for Jindal, an accommodation barge for CS Offshore and a vessel for the Indian Coast Guard. The orders will be executed over a

period of three months. The repair works include steel and pipe renewal, surface preparation and coating, machinery overhauling/installation, and so forth. **Source: Seatrade-Asia**



Above seen **Cernaual** on last days (11th. October 2011) where you may see the following ships for your guidance.

• Graving Dock	Floating Dock "Andalucia"	100 x 31 m	Mario López S.A. (Cernaual Group)
• Graving Dock	Hellespont Tatina	239 x 42 m	Hellespont Shipmanagement – Alemania
• Floating Dock	UAL Antwerp	145 x 18 m	Carisbrooke Shipping – Reino Unido
• Afloat	London Star	228 x 32 m	Chemikalien Seetransport - Alemania
• Afloat	Brazilian Reefer	145 x 24 m	Chartworld Maritime - Grecia

Mario López's floating dock is being lengthened in 40 metres to increase our activity in the port of Málaga. It is the plan to have it finished middle November and then to be shifted back to Málaga. **Photo : Cernaual Shipyard ©**

New enlarged supramax design from STX

STX Offshore & Shipbuilding of South Korea is now marketing a new 64,000 dwt bulker design. The bulker has a wide beam and shallow draft with an increased deadweight capacity compared to current competing supramax designs, STX maintains. The design will be able to transit the enlarged Panama Canal. STX offers a wide range of bulker designs from 37,000 dwt handysizes to 180,000 dwt capesizes. **Source : Seatrade Asia**

S. Korea Still Dominates World Shipbuilding

While China has aggressively built its shipbuilding infrastructure in the past 10 years, the most important number, top winner in contract value, still remains the domain of South Korea, which has reportedly logged \$37.8b in orders thus far in 2011 vs. China's \$10.3 billion, according to a report today on www.businessweek.com. The evolution of the Chinese shipbuilding industry is actually akin to the development of a shipbuilding nation, with a focus on cheap labor and lower-technology, lower-value tonnage. Meanwhile, South Korea, powered by the "Big Three" of Hyundai, Daewoo and Samsung, today specialize in the high value orders including LNG tankers and oil drilling ships. If history is a guide, though, S. Korean shipyards would be wise to expand its areas of expertise, as it was not 20 years ago that European shipbuilders still dominated the "High Value" tonnage market, while S. Korea was seen as the domain of low-cost tonnage. **Source : businessweek**

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Above seen the 1990 built DEU flag ferry **TRANSLUBECA** entering Grand Harbour, Malta for the first time on Monday 3rd October, 2011 replacing the ferry **CATANIA**.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com (c)

National shipping fleet: four more vessels' inclusion within a year

Pakistan is going to include four more vessels into the existing national shipping fleet within a year to aggrandise the country's sea transportation capacity, said Federal Minister for Ports and Shipping, Senator Babar Ghorri on Thursday. Taken aback by the huge media presence while entering Pakistan National Shipping Corporation (PNSC) head-office, he said, "who invited them (newsmen)".

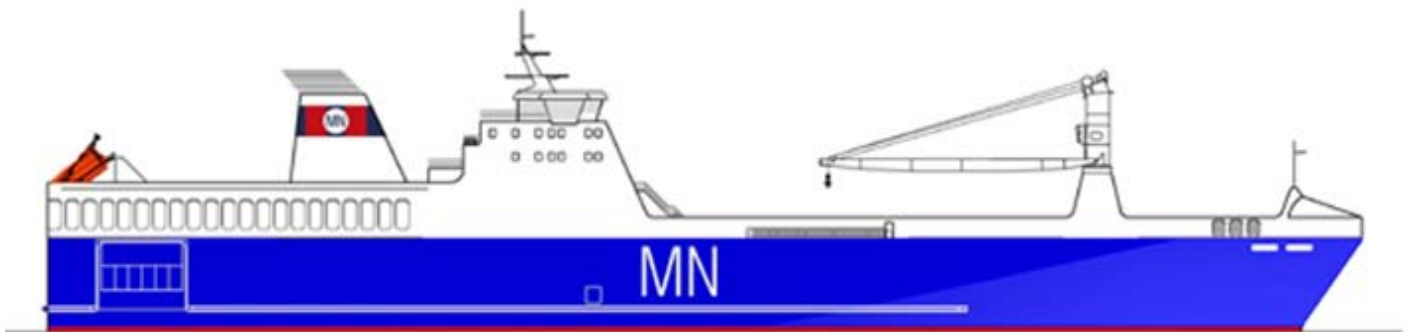
Later, he told the reporters that he visited the PNSC head-office to take briefing on the matters of national shipping line as he has just resumed the job as a federal minister and it is his first visit there. He said the PNSC would make two oil tankers and two bulk-cargo ships into the existing national shipping fleet to boost the country's economy. He observed the global shipping line activities had reduced whereas Pakistan in this field was growing well. He said the government considered to taking benefit from the global shipping slump and purchase four more ships. He said the country's shipping activities had witnessed a growth for his ministry was delivering the goods with good governance so that Pakistan's economy should strengthen. To a question, he said, he was at the PNSC head-office to review the developments had taken place in between his quitting and rejoining of the ministry and was not here to answer any

political queries. He said that if someone wanted to know political views then he should go to the MQM head-office 'nine zero'.

However, he answered some of the questions of the media. He said the anti-MQM drive, which the former Home Minister Dr Zulfiqar Mirza was spearheading would not harm his party's political position. Rather, he said, such a campaign would increase the MQM's support and boost its vote-bank. Babar Ghori said that Zulfiqar Mirza was isolated in his anti-MQM political campaign as his wife - speaker national assembly, Fehmida Mirza had not approved of his actions otherwise she would have so far resigned from the government. He rejected claims of Zulfiqar Mirza that MQM members were supporting him in his political drive, saying Mirza should first galvanise support within his party. He said Mirza was isolated and even his party members were not with him. Regarding a question on local bodies' bill, he refused to answer. **Source: Business Recorder**

Another RoCon design from Danish Naval Architecture Company KNUD E. HANSEN A/S

Recently the French operator Compagnie Maritime Nantaise (CMN) signed a contract with Hyundai MIPO, South Korea for two new RoCon vessels with an option for a third unit.



Knud E. Hansen A/S has worked closely with CMN over the past year to develop the design. A number of design options were studied taking into due consideration the operational requirements of CMN and physical constraints in the operating areas including size limitations, limited port facilities, etc. The main deck is loaded via a stern and a quarter ramp. The layout has been optimised to ensure a steady cargo flow to and from all decks even when using the quarter ramp. The layout has also been designed to enable controlled shifting of cargo between the decks at sea. In addition, the internal ramps to the upper deck have been highly optimised in order to limit an irregular or unusable space. This has been essential in order to achieve the specified cargo uptake within the maximum main dimensions. A unique feature is the flush, deck hatches on the weather deck which enables loading and unloading of containers directly onto the main deck, independent of the ramps. **Source: Knud E. Hansen A/S**

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NYSE plans delisting of Horizon Lines

The New York Stock Exchange said it would delist the common stock of Horizon Lines, which this month completed a \$652.8 million refinancing that left bondholders with most of the company's shares, the Journal of Commerce reports.

Horizon said its stock would be traded over the counter beginning next Thursday under a stock symbol to be determined. The company's NYSE stock symbol is HRZ. The NYSE advised Horizon last summer that it faced delisting

for failing to meet the exchange's requirement for an average market capitalization of \$50 million and an average closing price of at least \$1 per share over 30 consecutive trading days.

The exchange agreed to allow Horizon to retain its NYSE listing while it completed a complex refinancing that staved off the threat of bankruptcy. Horizon stock closed Thursday at 32 cents a share. Its 52-week high was \$5.95 before the company agreed last February to plead guilty to a felony antitrust violation for price-fixing in the Puerto Rico trade.

Under the plea agreement, Horizon agreed to a \$45 million fine, later reduced to \$15 million, that threatened the company with debt defaults and necessitated the refinancing. "The transition from the NYSE to the OTC does not place us in violation of our new refinancing agreements," a Horizon spokesperson said. "More importantly, it does not reflect the underlying financial soundness of our company. In fact, our recent successful refinancing positions our company with adequate liquidity to fund continuing operations and affords us the opportunity to grow our business and reduce debt over time." Horizon is the largest U.S. domestic ocean carrier. It operates in domestic trades between the U.S. mainland and Puerto Rico, Alaska, Hawaii and Guam, and has an international service from China to the U.S. West Coast. **Source : PortNews**



The **INES BOLTEN**, IMO nr. 9395575, completed her charter with Unifeeder and is last Saturday chartered by B.G. Freight Line and renamed in **BG ROTTERDAM** and is in the meantime departed from Rotterdam with destination Belfast. **Photo : Reinier van de Wetering (c)**

Rotterdam in top Russian container trade

In 2010, the port of Rotterdam handled 445,530 TEU in the direct trade with Russia, 57% more than in 2009. (1). It surpassed the port of Hamburg, traditional market leader, which handled 440,000 TEU in 2010. (2)

Before 2010, the difference between the two ports amounted to 40 to 50%. Although Rotterdam realised the highest growth percentage, in absolute numbers Bremen/Bremerhaven is in the lead now, with 467,000 TEU. In normal circumstances it is likely that Hamburg catches up again in 2011. When the difficult market situation leads to consolidation of liner operations again, as in 2009-2010, the chances for other ports to keep their position are likely to improve. In 2010 Russia stepped up one position, to the 7th, in the 'Rotterdam container top 10'.

Ust-Luga

The growing importance of Rotterdam for containers to and from Russia is illustrated and emphasized by the first international presentation, of the new Ust-Luga container terminal, taking place in Rotterdam. September 28, Mr. Egor Govorukhin, Vice President, Sales & Marketing of National Container Company, the largest container terminal operator of Russia, informed the port business community. The terminal is situated along deep water and is less ice sensitive as compared to St. Petersburg. The starting capacity of the terminal is 440,000 TEU and can be extended to 3 million TEU.

1. Besides this, a considerable amount of containers from/to both Hamburg and Rotterdam is transhipped via Finnish ports, especially Kotka/Hamina, and transported onwards by truck to Russia. Container traffic between Rotterdam and the Finnish ports rose by 36% in 2010, from 165,000 TEU to 224,000 TEU.

2. Figures Rotterdam by CBS, the Dutch national bureau of statistics. Figures Hamburg by HPA and, for 2010, by the Hamburg Chamber of Commerce. **Source: APM**

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The **MINERVA ANTONIA** seen enroute Amsterdam – **Photo : Erwin Willemse (c)**

Navis DP1 systems for nine Damen Sea Axe Fast Crew Suppliers

Finnish DP (dynamic positioning) systems supplier **Navis Engineering** has been contracted by Dutch integrator **Alphatron Marine** to supply nine DP1 systems for the innovative 'Sea Axe Fast Crew Suppliers', currently under construction at **Damen Shipyards** in Gorinchem. The nine vessels are part of a series of 14 **Sea Axe Fast Crew Suppliers** to incorporate Navis DP technology. Damen's flexible multi-purpose design has been developed to optimise sea-going performance of the Fast Crew Suppliers so that the vessels can be deployed in a broad range of tasks, mostly as offshore support vessels. The NavDP4000 dynamic positioning system is part of the overall bridge package delivered by Alphatron Marine. The multi-command chair will permit vessel control from a seated position. All the DP systems will have Bureau Veritas DYNAPOS AM/AT classification. Having delivered more than 350 DP systems for different vessel types, Navis Engineering claims to have been the first DP manufacturer to cope successfully with the problem of precise positioning of the light-weight low displacement crew boat in 2002. Designed for high speed operation and equipped with powerful propulsion, Fast Crew Suppliers have only recently been designated for station-keeping deployment. **Source: Navis Engineering**

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The URAG AHTS **BREMEN FIGHTER** (ex **PRIMUS**) arrived in the port of Scheveningen
Photo : Leen van der Meijden ©

Algemene Ledenvergadering LINK Maritiem

Afgelopen donderdag heeft de Rotterdamse netwerkclub **LINK Maritiem** haar jaarlijkse Algemene Ledenvergadering gehouden aan boord van het partyschip "Waterstad". Tijdens de vergadering werd afscheid genomen van voorzitter Piet Jan van der Giessen en algemeen bestuurslid Jeroen Hollebrands. Tevens werden er twee nieuwe bestuursleden welkom geheten, te weten Almar van Herk en Maarten van der Giessen. Met goedkeuring van de aanwezige leden werd het nieuwe bestuur geïnstalleerd. LINK Maritiem zal het komende bestuursjaar vertegenwoordigd worden door Rosalie Boers (voorzitter, freelance advocate), Maarten van der Giessen (secretaris, Smit), Perry Pieëte (commissaris externe relaties, Kuehne + Nagel), Philemon van der Bom (penningmeester, Van der Bom Insurance), Ellen Saman-Kole (algemeen bestuurslid, AKD), Boudewijn Versluijs (algemeen bestuurslid, Dockwise) en Almar van Herk (algemeen bestuurslid, Kotug).

Oud bestuurslid Jurgen de Prez kwam in aanmerking voor de benoeming tot erelid voor zijn toewijding, visie en onuitputtelijke inzet voor LINK Maritiem. De Prez is 10 jaar lang bestuurslid geweest en heeft zich, gedurende deze lange periode, vol overgave op zijn taak heeft gestort. Het bestuur en de leden stemden in met deze benoeming waarmee de benoeming een feit werd en de voorzitter de vergadering schorste om de Prez te feliciteren en hem de versierselen in de vorm van een unieke LINK Maritiem stropdas om te hangen.



Foto: Izabella van Tuijl, HME

LINK Maritiem is verheugd om een aantal nieuwe bedrijfsleden welkom te heten. Het nieuwe bedrijfslid Muller Dordrecht wist de algemene ledenvergadering een extra boost te geven doormiddel van een rendez-vous met de sleepboot "En Avant 7" waarop de sleepboot een showtje weggaf. De vergadering werd door de nieuwe voorzitter Rosalie Boers rond 19.30 uur

gesloten waarop de aanwezige leden tijdens een heerlijk diner konden genieten van een rondvaart door de Rotterdamse stads-havens.

LINK Maritiem is dé netwerkclub voor jonge professionals die werkzaam zijn in de maritieme sector en aanverwante sectoren. De netwerkclub heeft inmiddels ruim veertig bedrijfsleden en evenzoveel privéleden. De leden komen maandelijks bijeen in een echt Rotterdams havencafé tijdens de eerste donderdag van de maand en gedurende het jaar worden er diverse andere activiteiten en excursies georganiseerd. Voor meer informatie: www.linkmaritiem.nl

MARITIME ARTIST CORNER



The latest watercolour of **Ronald van Rikxoort** is showing some vessels moored in the Caland Canal (Rotterdam)

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.... PHOTO OF THE DAY



I wish the mighty [Alphonse Letzer](#) a peaceful retirement. It was always good working with her and their crew.
Seen from the PLB [Tog Mor](#) offshore in India.

Photo : Capt. Pieter C Holtes o/b PLB Tog Mor ©