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

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The LADY NONA seen in the locks in a very foggy IJmuiden - Photo: Hans Blomvliet ©

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Ro-Ro Toll Dragonfly operating in Gladstone about to berth at Curtis Island 21-11-2011.

Photo : Andrew Mackinnon – www.aquamanship.com ©

OCTOPUS-Onboard for windmill installation vessels from RWE Innogy

Two new build 'Seabreeze' windmill installation vessels shall be equipped with OCTOPUS-Onboard. The vessels shall be operated by NSB (Germany) in order to install windmills in the Nordsee Ost windfarm project for RWE Innogy.

RWE Innogy pools the renewable energy expertise and power plants of the RWE Group. The company plans, builds and operates facilities generating power from renewable energies. Part of the ordered scope for the Seabreeze windmill installation vessels is the OCTOPUS-Onboard motion monitoring and forecast, crane tip monitoring, DP-Capability Forecast and a display of operational windows. OCTOPUS-Office is ordered to calculate the workability windows and sea keeping ability of the Seabreeze vessels.



In addition to this order, Amarcon shall also provide a wireless system to monitor the x- and y-acceleration of the four legs of the Seabreeze vessels when they are transported from the shipyard in Korea to Europe by the Offshore Heavy Transport vessels Falcon

and Eagle. The OHT vessels are already using OCTOPUS-Onboard since 2006 for execution of Heavy Lift transport operations. For the ocean transport of the Seabreeze vessels, motion sensors will be included on top of the 4 legs. The sensors will be equipped with an antenna for signal transport to the OCTOPUS-Onboard system on the bridge of the Eagle and Falcon. This way the crew has a clear insight in critical accelerations of the legs. For more information about the **OCTOPUS** range of products, please visit www.amarcon.com



The Luxembourg flagged **ATRIA** seen moored at Jurong Island in Singapore – Photo : Piet Sinke ©

SeaFrance ferries stay in dock

SeaFrance's ferries are to remain in dock until further notice in what staff unions claim amounts to an illegal lock-out, IFW reported quoting a SeaFrance official. The Channel ferry operator's judicial administrators had decided that commercial activities will only resume when the safety of vessels, staff and property can be guaranteed.

Meanwhile, the company's staff, seafarers and land-based workers, have been told to stay at home. It is understood SeaFrance's decision was prompted by rising tension between staff and a management said to be wary of being held responsible in the event that a serious incident occurred onboard. SeaFrance management also claimed that some union leaders had threatened to sink vessels. On Wednesday, the Paris commercial court ordered the liquidation of SeaFrance, but allowed the company to continue trading until 28 January. The court judged that the two bids submitted for SeaFrance – one from DFDS and LD Lines and the other from a co-operative of SeaFrance workers – were unsatisfactory. However, it has left the door open to new offers to be submitted before 12 December. The

shutdown has angered SeaFrance's main staff union, the CFDT, whose officials suspect management is trying to sabotage the workers co-operative bid to take over the company. "What management is doing is called a lock-out, and it's illegal, and we are going to explore all the political means to put an end to it," one senior union official said. A meeting is scheduled with Transport Minister Thierry Mariani tomorrow. Trucks turning up at Calais with SeaFrance tickets have been re-directed to other operators, with P&O Ferries reported to have put on an extra vessel to absorb the surplus traffic.

While the shutdown has been justified out of fear of damage to vessels and company property, another reason is financial, with the company rumoured to only have enough cash flow to continue trading until 15 December. By keeping vessels in dock it can economise on operating costs and be able to hold out until the end of January next year. However, the union said this would ruin SeaFrance's core business, with customers switching to competitors.

Source : PortNews



The **KST 57** seen at the Singapore cruise terminal ready to assist the departing **LEGEND of the SEAS** last Monday

Photo : Piet Sinke ©

Vietnam charges former Vinashin bosses

The highest prosecutor in Vietnam has filed charges against former Vietnam Shipbuilding industry group chairman, Pham Thanh Binh, and eight other officials from the state-shipbuilder, Seatrade Asia online reports. Binh and the other officials have been charged with "deliberately acting against state regulations on economic management" by the Supreme People's Procuracy. The charge carries up to a maximum of 20 years in jail. Investigations found nine officials were guilty of causing a VND910bn (\$43.4m) loss to the Vietnamese state. The shipbuilder nearly went bankrupt last year with debts of \$4.5bn. All nine are expected to stand trial in the People's Court in the northern city of Hai Phong on date yet to be announced. Two of the officials charged Ho Ngoc Tung, former director of Vinashin Financial, and Giang Kim Dat, former business manager of Vinashin Ocean Shipping, have fled the country. Source : PortNews



The **GRANDE SENEGAL** seen arriving in Pointe Noire – Photo : Marc Veenstra ©



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The **JANA** seen outbound at the Westerscheldt River – Photo : Walter Beckers ©

Asia-Europe rates drop to \$540/TEU, some see mergers forced by plunge

ASIA-Europe rates fell again last week to a new low of US\$540 per TEU, down 5.8 per cent week to week, according to the latest Shanghai Containerised Freight Index (SCFI) data. The decline of freight rates on all major trade lanes is believed to be part of a push by the larger carriers to force market consolidation, said UK-based ship broker GFI Group.

"The main indices keep falling, as big liner companies are aiming for a consolidation of the industry. The deliberate push in rates is a result of a fight for market share," the group said. Asia-Mediterranean rates fell by 4.76 per cent week to week to \$768 per TEU. On the Asia-US trades rates fell again as well with US west coast rates slipping 1.4 per cent to \$1,460 per FEU and US east coast rates dropping 3.1 per cent to \$2,626 per FEU. The SCFI across all trades fell 1.4 per cent last week to 853.8 points. **Source : Schednet**



Above seen the new mega yacht **RADIANT** berthed in Malta Valletta harbour on 20.11.11

Photo : Steven Watson ©

Sea Star admits price fixing and will pay US\$14.2 million fine

JONES ACT carrier Sea Star Line has pleaded guilty to price fixing and agreed to pay a US\$14.2 million criminal fine and the carrier's ex-president Frank Peake was also accused of price fixing in the US mainland-Puerto Rico trade from late 2005 to April 2008. A statement from the US Department of Justice said those indicted had "engaged in meetings for the purpose of monitoring and enforcing adherence to agreed-upon rates and sold Puerto Rico freight services at collusive and non-competitive rates".

Sea Star was said to have "engaged in a conspiracy to fix rates and surcharges for water transportation of freight between the continental US and Puerto Rico from as early as May 2002, until at least April 2008," reported London's Lloyd's List. It is the second US carrier pleading guilty for the same charge this year. Horizon Lines pleaded guilty in March and agreed to pay a \$45 million fine initially but was plunged into the brink of bankruptcy later. The US Justice Department later allowed the fine to be reduced to \$15 million so that the carrier was able to pay. **Source : Schednet**



The bulk carrier **TORM PACIFIC** arrives in Halifax. – Photo : Mac Mackay ©



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"**MSC Oriane** at Santos inbound, passing the monument Fortaleza da Barra situated at the harbour entrance"

Photo : Paul Lammers ©

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Above seen the latest newbuilding of **CNP Freire**, Spain, Research vessel " **JANAN**" for the **Qatar University**.
Photo : Reinier Kadijk ©

Medailles voor KNRM vrijwilligers



De oorkonde en bijbehorend medailleteken voor 20 jaar werd uitgereikt door **Adri Lokker**, secretaris van KNRM reddingstation Hoek van Holland. De aanwezigheid van de directeur van de KNRM, **Roemer Boogaard** gaf nog meer waarde aan het geheel. Zowel Aad als Ron waren blij verrast met deze uiting van waardering en hopen nog vele jaren van betekenis te zijn voor KNRM reddingstation Hoek van Holland.

Aad Vreugdenhil is destijds begonnen op de reddingboot **Koningin Juliana** die al spoedig werd vervangen door de reddingboot **Javazee**. In 1998 kreeg Hoek van Holland de snelle reddingboot **Kapiteins Hazewinkel** waar Aad tot reserve schipper is opgeleid. Vanaf januari 2006 tot heden kreeg reddingstation Hoek van Holland de beschikking over de

Vrijdagavond 18 november zijn **Aad Vreugdenhil** en **Ron Zegers** van KNRM reddingstation Hoek van Holland gewaardeerd met de vrijwilligers medaille openbare orde en veiligheid. Aad en Ron zijn sinds 1 januari 1991 aangenomen als opstapper bij de Zuid Hollandse Maatschappij tot Redding van Schipbreukelingen, later gefuseerd tot Koninklijke Nederlandse Redding Maatschappij. Deze waardering kregen Aad en Ron voor meer dan 20 jaar vrijwillige werkzaamheden voor de KNRM.



grootste snelle reddingboot **Jeanine Parqui** waar Aad

zich verdienstelijk heeft gemaakt als onder meer reserve schipper. Sinds januari 2011 is Aad lid van de plaatselijke commissie met name zijn kennis over veiligheid en veiligheidsregio's zijn erg welkom binnen de KNRM.

Ron Zegers was al actief binnen de EHBO reddingsbrigade die in het verleden speciaal extra waren opgeleid en meevoeren met de reddingboot om patiënten te behandelen en begeleiden. Ron was geen onbekende aan boord en is daardoor ook sinds 1 januari 1991 aangenomen als opstapper op de reddingboot **Koningin Juliana**. Sinds de fusie van de K.Z.M.R.S. tot KNRM is Ron verslag gaan doen van acties die werden gedaan door de Hoekse reddingboot. Ron is zich gaan bekwamen in onderkoeling en verdrinking en is landelijk een van de zes kerninstructeurs in dit vakgebied voor de KNRM. Tot op heden is Ron nog in alle functies actief.



The Hamburg passenger ferries have been distinctive for years and are a common sight there, but Maurice was surprised to see one of the older series far from home. Above seen on 20 June 2011 the **REEPERBAHN** at Kronstadt, the Russian naval base near St. Petersburg. **Photo : Maurice J. Napier ©**

64 containers taken from bogged ship in NZ

Salvors working in strong winds have managed to unload 15 containers from the stern of the crippled cargo ship **Rena** on Monday. So far 64 containers have been removed from the ship which was carrying 1368 when it grounded on Bay of Plenty's Astrolabe Reef on October 5. Another 88 have fallen into the sea. Maritime New Zealand (MNZ) salvage unit manager Arthur Jobard says the salvage team has done well to remove so many containers when winds were gusting up to 40 knots. **Source : The Sydney Morning herald**

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The third OPV for the Dutch navy named **FRIESLAND** arrived at the Damen-De Schelde naval yard in Vlissingen for final outfitting - Photo : Wim Kosten - <http://www.maritimephoto.com> ©

SHIPYARD NEWS



Leerling Proces Operators

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DSME starts construction of world's largest floating dock

South Korea's **Daewoo Shipbuilding and Marine Engineering (DSME)** has started construction of what will be the world's largest floating dock. It will be 85.6 m wide, 432 m long and 130,000 DWT and will be deployed at DSME's Okpo Shipyard.

DSME says the dry dock will make it will "relatively easy and efficient to build an 18,000 TEU containership and any other large vessels up to 68 m in width." The No.5 Royal Dock is being built to meet DSME's need for bigger production facilities as a result of increasing number of new orders for offshore projects such as FPSOs and LNG-FPSOs.

The giant floating dock is being built at **Daehan Shipbuilding (DS)** in the South Korean province of South Jeolla. DS has been managed by DSME since last June. Carrying out the construction at DS will reducing the tight production schedule at DSME and also solve the issue of storage at the building site. The No.5 Royal Dock will be delivered to the Okpo shipyard on December 2012, and will be used to construct three LNG carriers starting in February 2013.

Source : Marine Log

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The **Sea Dolphin C** seen at Tong Yeong anchorage - Photo : Thom Jaspers ©

Qatargas Delivers First Q-Max Lng Cargo To China

Qatargas delivered its first Q-Max Liquefied Natural Gas (LNG) cargo to the People's Republic of China. Delivered onboard the Q-Max vessel, **Bu Samra**, this is the first Qatari LNG Q-Max cargo delivered to PetroChina's recently commissioned LNG receiving terminal at Rudong, Jiangsu Province, under the long-term contract to supply LNG from the State of Qatar to the People's Republic of China which was executed on 10 April 2008 between Qatar Liquefied Gas Company (4) and Shell Western LNG B.V. The deliveries to PetroChina, under this agreement, will total 3 million tonnes per annum and are expected to continue for up to 25 years.

Commenting on this significant milestone, His Excellency Dr. Mohammed Bin Saleh Al Sada, Minister of Energy & Industry and Chairman of the Board of Directors at Qatargas, said today: "Qatar considers the People's Republic of China a very valuable trading partner. We consider this an important achievement for both the State of Qatar and the People's Republic of China. I am proud that under the wise leadership of His Highness The Emir of the State of Qatar, Sheikh Hamad Bin Khalifa Al-Thani, Qatar will be able to cater for some of China's energy needs. This achievement underpins Qatar's long-standing capability to supply LNG to customers around the globe safely and reliably."

Khalid Bin Khalifa Al Thani, Chief Executive Officer of Qatargas, noted:

"The first Q-Max LNG cargo delivered to PetroChina's LNG terminal, is a significant milestone meeting the growing demand for energy in the People's Republic of China and we at Qatargas are very proud to have played this contributing role. This delivery will further strengthen the relationship between Qatargas and PetroChina over the long-term. We remain long-term partners of the People's Republic of China" Andy Brown, Shell's Executive Vice President and Director of Qatargas 4 said: "The delivery of the first cargo to PetroChina under this major long term supply arrangement is a momentous landmark for the project. Shell, the largest LNG player amongst the international oil and gas companies, is proud to have facilitated the supply of LNG between Qatar, as the largest LNG producer in the world and China with its large, burgeoning gas market. These agreements should be of tremendous benefit to both countries."

Qatargas' Q-Max LNG carrier is a sea-going vessel capable of delivering up to 266,000 cubic metres of LNG onboard (compared to a conventional carriers with capacity of 135,000-177,000 cubic metres). These are the largest LNG carriers in the world. Qatargas today charters 13 Q-Max vessels in its fleet.

Qatargas' China Milestones:

- The first long-term contract to supply LNG from the State of Qatar to the People's Republic of China was signed on 10 April 2008 between Qatar Liquefied Gas Company (Qatargas 4) and Shell Western LNG B.V. Qatargas 4 is a partnership between Qatar Petroleum (70%) and Shell (30%).
- On 13 November 2009, Qatargas opened its representative office (BRO) in Beijing, China.
- On 26 May 2011, Qatargas delivered the first commissioning LNG cargo to PetroChina's receiving terminal at Rudong, Jiangsu Province. The cargo was delivered by the Q-Flex LNG carrier "Al-Rekayyat".
- In March 2011, the first ever 'Full Mission Bridge Simulation*' for a Q-Flex vessel was held inside the People's Republic of China at the Dalian Maritime University. **Source: Qatar Gas**



P&O's **Spirit of Britain** seen approaching Dover Harbour (UK) **Photo : Mike Francis ©**



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Turkey - New Fuel Oil Sulphur Regulations

From 1 January 2012, new regulations concerning limits on the sulphur content of fuel oil used by vessels in Turkish ports and waters and on board Turkish flagged vessels will enter into force. Information published by the Turkish Chamber of Shipping and the Turkish General Directorate of Marine Transport suggests that the forthcoming requirements will be as follows:

All vessels either alongside in Turkish ports or sailing within inland waterways shall use fuel oil containing not more than 0.1% sulphur by mass.

All passenger vessels engaged on regular routes shall, whilst within Turkish territorial waters, use fuel oil containing not more than 1.5% sulphur by mass.

Turkish flagged vessels, when sailing within an Emission Control Area (ECA), shall use fuel oil containing not more than 1.5% sulphur by mass. However, notwithstanding this regulation, Members will be aware that the overriding priority is compliance with MARPOL Annex VI which currently requires all vessels sailing within an ECA to use fuel oil containing not more than 1.0% sulphur by mass regardless of flag. Members who may be affected by the above are advised to ensure that their vessels comply with the new Turkish regulatory requirements by 1 January 2012.

CMA CGM Puts Two Post-Panamax Container Vessels Up for Sale



The **CMA CGM VERDI** seen in Southampton – Photo : Peter Hollands ©

CMA CGM SA, the world's third- largest container line, said it's selling two so-called post- panamax vessels. The ships are the **CMA CGM Wagner** and the **CMA CGM Verdi**, the Marseille, France-based company confirmed by e-mail today. CMA CGM declined to say whether it had reached agreement on or finalized a sale. Both vessels, built in 2004, were sold for \$45 million to undisclosed Greek interests, Clarkson Research Services Ltd., a unit of the world's biggest

shipbroker, reported Nov. 19. A post-panamax ship is too large to navigate the Panama Canal. The French company has 408 vessels and nine more on order at shipyards, making it bigger than any competitor except Maersk Line and Mediterranean Shipping Co., according to Clarkson. CMA CGM sold 25 vessels between March 2010 and Nov. 18 of this year for \$627 million, according to London-based Seasure Shipping Ltd. Seasure publishes VesselsValue.com, an assessor and tracker of sales and purchases of container ships, tankers and dry-bulk vessels. **Source: Bloomberg**

South Korea: Atlantic Bulk Carriers Takes Delivery of New Vessel MV Desert Victory

Atlantic Bulk Carriers Management Ltd, ship operator of Handymax, Supermax and Panamax size bulk carriers, on November 17, 2011 takes delivery of the latest addition to its fleet, **M/V Desert Victory**. Mr. George Filinis and Mr. Markos Charatsis, Atlantic Bulk Carriers' Senior Captain and Chief Engineer respectively, attended the delivery ceremony at HMD Shipyard and they will join the vessel on her maiden voyage.

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HMD had started shipbuilding in the early 1980's and strengthened its newbuilding business since 1996 according to mid-term business strategy. Over the last ten years the company successfully constructed and delivered a wide array of vessels such as Product Carriers, Container vessels, MPCs, Drillships, Cable Layers, Pipe Layers, FPSO and AHTS and others. Atlantic Bulk Carriers Management Ltd, a Marshall Islands Company with offices in Piraeus, Greece is a ship operator of Handymax, Supermax and Panamax size bulk carriers. The company has a strong presence in international shipping with long experience providing safe and dependable worldwide transportation of quality goods by sea. Its success is rooted to its highly trained and committed staff and the modern fleet it operates. **Source: Atlantic Bulk Carriers**



The **MAERSK TRAVELLER** seen inbound to Harwich on 19th November 2011

Photo : Andrew Wright – www.aswimages.co.uk ©

APL merges loops into service from Seattle to Dubai via Singapore and China

Singapore's APL is merging a transpacific loop with a Middle East sling to create a butterfly service that will call at ports in Jebel Ali, the Pacific North West and north east Asia in a bid to rationalise capacity, Shippinggazette reports.

The new 10-week service, expected to be launched in December, merges the PS-1 sling with its China-Middle East Express (CMX). According to London's Containerisation International, MOL and HMM are expected to continue to partner on the TP-1 (former PS-1) string of the newly-combined service, which is to remain part of the New World Alliance service offering.

Ten vessels with capacities of between 4,500 and 5,500 TEU will be deployed on the new service, which will call at: Singapore, Shenzhen-Yantian, Hong Kong, Xiamen, Busan, Seattle, Vancouver, Yokohama, Hong Kong, Kaohsiung, Shanghai, Ningbo, Hong Kong, Shenzhen-Chiwan, Singapore, Jebel Ali, Sohar and back to Singapore. The new loop will reduce the number of ships used by two and also cut down on capacity, as collectively the current PS-1 and CMX use 12 ships, with the former deploying seven ships of 4,900- to 5,500-TEU and the CMX using five vessels of 4,000- to 4,700-TEU vessels.

The PS-1 calls at Singapore, Shenzhen-Yantian, Hong Kong, Xiamen, Busan, Seattle, Vancouver, Yokohama, Kaohsiung, Shenzhen-Chiwan, Laem Chabang and Singapore. But the new TP-1 updated service will drop Laem Chabang and Cai Mep while adding Shanghai, Ningbo and Hong Kong.

A call at Sharjah will be added to APL's Salalah-Red Sea Express (SRX) as the port will no longer be called at by the revised CMX. The new SRX rotation will be: Salalah, Djibouti, Jeddah, Aqaba, Salalah, Jebel Ali, Abu Dhabi, Jebel Ali, Sharjah (replacing Fujairah), Karachi, Mundra, Nhava Sheva and Salalah. **Source : PortNews**



Nigeria to commence 24-hour port operations Tuesday

The Federal Government has mandated all the agencies driving port operations, including the Nigeria Customs Service (NCS) to commence 24 hours service, seven days a week at the nation's ports. Ngozi Okonjo- Iweala, minister of finance, who disclosed this at this year's Nigerian Economic Summit in Abuja , said that in line with the port reform process, the new strategy, to commence in the coming months, was aimed at reducing the cost of doing business in the ports. Okonjo-Iweala said Customs and all other operators that now work from 9am to 5pm, would start working round the clock, so that Nigerian ports could operate like ports in other parts of the world. The objective, she said, was to reduce the time spent on clearing goods from months, to 21 days, and finally to 48 hours, so that the ports would become user-friendly and efficient, with faster turnaround time. "Our target is to ensure 48-hour cargo clearance in Nigeria , but we will start with three weeks cargo clearance in the short term, to enable us achieve 48-hours clearance in the long run. We can achieve this, if operators and agencies involved in cargo clearance operate on 24-hour basis. We are giving them within the next three months to organise themselves, so that implementation will take place", she said. To solve the problem of empty containers, the minister disclosed that government would come up with a container management strategy, to ensure effective disposal and usage. She continued: "We are going to sit down with all stakeholders, including concessionaires, ship owners and ports users, to develop a strategy to handle empty

containers, or deploy them to other uses. We are going to commence action to see it implemented, because we have heard many complaints from stakeholders, on how it affects port efficiency". Business Day findings are that the Federal Government has set up an independent task force from the private sector, which includes the presidential monitoring and evaluation committee, to rigorously monitor policy implementation, to ensure compliance. It would be recalled that Bolanle Onagoruwa, director-general of the Bureau of Public Enterprises (BPE) said recently in Lagos, that it was necessary to ensure that Inland Container Depots (ICDs) commenced effective operations, by making terminal operators move some of their containers to bonded terminals, so that people could clear their goods promptly, without having to visit the ports. This, she said, would help to fasten the clearing procedure and reduce port congestion. **Source: Business Day Online**



Is there a pot of gold at the end of this rainbow? The **Grandeur of the Seas** seen in Curacao

Photo : Rich Fontaine ©

Container Traffic Grows at Major Asian Gateways

Box throughput at leading Asian gateways grew in October despite the economic uncertainties that plague key European and U.S. markets. Throughput at Hong Kong's container terminals rose 8.1 percent year-over-year to 2 million 20-foot equivalent units last month. Traffic at the terminals rose 5.7 percent from September.

Container throughput at the transshipment port in the first 10 months of the year was 20.3 TEUs, up 3.6 percent on the same period of 2010, according to figures from the Hong Kong Marine Department. Regional transshipment rival Singapore saw October container throughput rise by more than 7 percent year-over-year to 2.6 millions TEUs. Traffic last month was 8.3 percent higher than in September this year, said Singapore Maritime and Port Authority. The port of Chongqing, located in China's booming interior, saw volume at its river piers rise by 13.8 percent in the first three quarters of the year to 188,000 TEUs. The port of Haikou, in China's southern island province of Hainan, reported that in the first ten months it had handled 610,000 TEU, almost equal to the annual total recorded in 2010. The port of Lianyungang in Jiangsu also saw volumes climb in the first 10 months of this year, up 26 percent over the same period of 2010 to 4 million TEUs. **Source: Journal of Commerce**

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Op 18 november is door Smit bekend gemaakt dat alle personeelsleden behorende tot het wal- en kantoorpersoneel op 1 januari a.s. over zullen gaan in een dienstverband met Boskalis. Dit zal tevens inhouden dat hun dienstverband met Smit wordt beëindigd.

Een verder gevolg is dat van hen wordt verwacht dat zij zullen toetreden tot het Pensioenfonds Boskalis. Als dit gebeurt worden zij in het Pensioenfonds Smit "gewezen deelnemers", ook wel genoemd "slapers", en je kunt dan spreken van pensioenbreuk. Hoe de betrokkenen daar tegenover staan is ons niet bekend en dat is in formele zin ook een zaak tussen hen en hun werkgever. Omdat zij echter - na uitvoering van de plannen - voor de pensioenrechten die zij tot dusver hebben opgebouwd, onverminderd afhankelijk blijven van het Pensioenfonds Smit, is het voor hen van groot belang tevens lid te zijn van onze vereniging.

Als de plannen worden doorgevoerd, breekt voor de Stichting Pensioenfonds Smit een onzekere tijd aan. De Vereniging zal de ontwikkelingen die zich voordoen, dan ook op de voet volgen en waar mogelijk van invloed zijn om uw belangen te behartigen. Voorop staat dat wij de uitvoering van het bovengenoemde plan een ongewenste ontwikkeling vinden als niet tegelijkertijd de zekerheid wordt ingebouwd dat de pensioenrechten van alle betrokkenen zonder korting zullen worden gegarandeerd voor nu en voor de toekomst. Wij zullen ons standpunt in deze ook bekend maken aan de partijen die bemoeienis hebben met het Pensioenfonds Smit, waaronder het Bestuur en de Deelnemersraad van het fonds.

In de aanstaande week voeren wij besprekingen met het Bestuur en de Deelnemersraad van het Pensioenfonds Smit, waarin wij ons standpunt naar voren zullen brengen en toelichten.

Zoals u in de u toegezonden convocatie hebt kunnen lezen vindt op 29 november a.s. de eerste Algemene Ledenvergadering van onze vereniging plaats. De aanvangstijd is 19.30 uur. De vergadering wordt gehouden in Wijkcentrum Castagnet, Larikslaan 200, 3053LG Rotterdam (Hillegersberg/Schiebroek). In deze vergadering zullen wij u zo volledig mogelijk informeren.

Wij willen nog memoreren dat het lidmaatschap van onze vereniging open staat voor alle belanghebbenden (deelnemers, gewezen deelnemers en gepensioneerden) van de Stichting Pensioenfonds Smit. De leden kunnen de Algemene Ledenvergadering op 29 november a.s. bijwonen en daarin het woord voeren.

Bent u niet in de gelegenheid geweest u eerder als lid aan te melden, dan kan dit ook nog op 29 november in de vergaderzaal, voorafgaand aan de vergadering.

Wij hopen op 29 november op uw aanwezigheid te mogen rekenen.

Met vriendelijke groet,

Vereniging van Deelnemers Pensioenfonds Smit
Het Bestuur



The tug **SINGAPORE** seen passing the Torres Straits enroute with the **SMIT BORNEO** from Singapore to the **RENA** location in New Zealand – Photo : Kees Drent ©

MARITIME ARTIST CORNER



Above seen an oil painting of the m.v. **Geestland** of Waling van Geest & Zonen. Waling van Geest started to transport banana's from the West Indies to England in the late fifties with two of reefer ships, the **Geestland** and the **Geeststar**. These two small (1500 ton) ships created the foundation of the Geest line UK; they went through many changes over the years as well. The painting was created in 1971 by an unknown artist, who lived in Otterlo, Netherlands those days. After being 'kicked out' of the merchant navy in 1970, because of a medical issue, **Hans Faasse** had a hard time in not only getting a job ("Come back when you have "recovered"), but it was also hard having to become a land lubber. After more then 75 applications I finally got a job at the Unemployment Office in Ede. It became my task now to find jobs for unemployed guys, including artists... Becoming an artist was a dream of many

in the days of the flower power. They earned their money through a Government system called 'Contra Accomplishment Arrangement' (Tit for that deal). Many of them delivered a piece of art that took them 2 hours to produce and then went back to enjoy their joints for 2 weeks before waking up to make their next piece. There was this pleasant guy from Otterlo, who accidentally got married with some kids and needed to make some extra money. I asked him whether he could paint an unusual maritime scenery for me of my favorite ship battling the waves of the Atlantic.

He accepted the job and came out with this piece of art as shown above. I asked him 'Why don't you want to put your name on the canvas'? To which he responded, "Better not, since they then will then cut my wages with the price I was paying for it." OK, I got the message and gave him his well deserved 100 guilders. I moved houses more than 12 times over the years, including 4 times in Singapore and 4 times in my present country of residence, Malaysia. This painting always had a special place on a wall in my living room. Recently I wrote my second maritime novel, '[Stranded on St. Lucia](#)' (only available in English language), that relates to my (created and inflated) experiences on board of this banana ship. **Author : Hans Faasse - www.creamofcreams.com ©**

OLDIE – FROM THE SHOEBOX



Bugsiers **ARCTIC + OCEANIC** seen laid up at Bremerhaven in Nov 1990.

Photo : Jan Ove Mühlforte ©

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.... PHOTO OF THE DAY



Wreck removal works ongoing off the Goa (India) beach where salvage teams are busy with the removal of the **RIVER PRINCESS** which grounded in 2000, according to the local people, they expect that the wreck is totally gone early next year - **Photo : Tim Nijk ©**