



Number 328 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Thursday 24-11-2011**

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Above seen the sailors' society shipping ball fund raiser event which was held last week Thursday at the Shangri-la in Singapore. M3 Marine, in celebration and support of seafarers worldwide and the success of the charity and its on-going endeavours, hosted a table of shipping babes! Much fun had by all.

From left to right:

Top row: Ellen Gora - GL Group, Jas Foo - Hallin Marine, Wendy Lee - Dominion Gas, Joanna Clark - M3 Marine Expertise, Marie Skelly - Holman Fenwick Willan, Banu Kannu - Tradewinds
Bottom row: Marieke Barker - Lexmar Engineering, Cheryl Tan - Otto Marine, Lizzie Byrne - Watson Farley Williams, Magdalene Chew - Asia Legal

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Svitzer's **LONDON** seen anchored at Singapore's Eastern Anchorage – [Photo : Piet Sinke](#) ©
Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

Al-Shabaab Naval Forces Torch Kenyan Military Ships

Divisions from Harakat Al-Shabaab Al Mujahideen's Naval Forces stormed and burned military ships patrolling the waters along the Somali Coast, marking the first encounter between the Mujahideen and the invading Kenyan forces at sea.

Using high-powered speed boats and operating stealthily under the cover of darkness, two divisions from the Naval Forces launched a carefully calculated attack on two Kenyan navy ships travelling between the islands of Kudhaa and Madhawa, near Kismayo, at around 0300 hours Sunday morning. In the exchange of gunfire, one of the ships was set ablaze when hit by rocket-propelled grenades, while the other ship escaped unhurt. The Kenyan ships were reported to have been patrolling the waters for weeks and persistently prohibiting local fishermen from fishing near the islands. In a series of recorded incidents, the Kenyan forces have previously sank at least 1 Somali-owned merchant ship and killed nearly 20 fishermen, thus prompting the Mujahideen Naval Forces to act with fierce force to stop the perpetrators. **Source: Mareeg News via Shabaab's Office**



The **FUGRO GAUSS** seen off Willemstad (Curacao)

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

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College course in Fleetwood to thwart pirates

"When some skippers see pirates are coming they stop the engine - that is just about the worst thing you can do." For Tony Dumbell, head of Maritime Operations at Fleetwood Nautical Campus, dealing with pirates is a matter of common sense, as he speaks from a virtual ship's bridge in a classroom off the Lancashire coast. The Gulf of Aden may be a world away from the Irish Sea but this college is leading the way in preparing mariners on how to deal with pirates.

It also helps sea marshals - armed security guards based on ships - tackle the basics of managing the potentially-lethal situation. The college, where Prince William learned how to escape from a submerged helicopter, is offering modules on dealing with piracy as part of its courses for merchant navy officer cadets. Campus head John Matthews said the college decided to offer the courses after a former student told them about an attempted piracy attack 18 months ago. The ship eventually repelled the attempted boarders by hurling large chunks of wood at the approaching launch. Although students don body armour and are taught how to avoid rocket propelled grenades, much of the training offered is based on the less heroic world of protocols, procedure and risk management.

"We're not looking for Rambos," said Mr Matthews. Sea marshals on the course are ex-servicemen drawn from security firms who have weeded out any unsuitable applicants. It is already taken for granted they know how to handle weapons and operate in combat situations. Students learn how to deal with emergencies using a simulated ship's bridge which can replicate any conditions at sea from storms to gunmen landing on deck. The computer generated images which can be seen on the screen are so realistic that some people even report feeling slightly seasick as they view the swell of the waves. Ships' officers learn how to carry out risk assessments for each voyage - this will usually determine the number of marshals to keep aboard. Once at sea, ships operate a six-mile exclusion zone - any craft encroaching into this area will force the marshal to decide whether to fire warning flares. His next step might be to issue the crew with body armour and his last move might be to collect live ammunition from a locked cupboard.

Panic room

By this time the naval coalition patrolling the gulf will have been contacted and non-essential crew moved to the ship's citadel - a maritime panic room in the bowels of the vessel. Normally warning shots are enough to deter pirates but if a pirate craft keeps heading to the vessel, eventually the crew will be ordered into the citadel. This is the time to cut the engines and sit tight until helicopters or ships from the naval coalition arrive. Eleven vessels with 149 hostages are currently being held by pirates, who are mostly Somalis. The UK Chamber of Shipping recently said the longer term solution lies with action by the international community but in the short term, measures such as sea marshals will certainly help, or as Mr Matthews put it: "No ship with armed guards has ever been captured." And there is one basic message for all mariners, "We always tell them to look behind you - that's where the pirates are coming from," he said. **Source: BBC News**



MSC Peggy seen swinging around in port of Dar es Salaam. Assisted by tugboat **Duma** (meaning Cheetah in Swahili) and **Nyangumi** (meaning whale).MSC Peggy is sailing in IPAK service, sailing between India, Pakistan, Middle East and East Coast of Africa. **Photo : Anton Klaassen ©**

Law on the Northern Sea Route in the pipeline

As the longest Arctic sailing season ever has come to an end, Russia is about to pass a law that is meant to regulate traffic along the Northern Sea Route. The Russian State Duma has passed a bill on the Northern Sea Route in a first reading. According to the bill, transport operators, including foreign companies, should have the same access to the Northern Sea Route. A centralized administration for the transport system will be established, but where this administration will be located, remains unknown. The bill also includes articles on navigation, environmental protection and icebreaker assistance, the Ministry of Transport's website reads.

The bill states that security and icebreaker assistance on the Northern Sea Route is a matter of state monopoly and will be regulated after Russian law on monopolies. Russia's fleet of nuclear-powered icebreakers is operated by Atomflot in Murmansk. Local authorities in Murmansk believe the increased traffic along the Northern Sea Route will

have a big impact on the development of Murmansk, as practically all vessels enter the port of Murmansk on their way along the sea route:

- The increased number of sailings along the Northern Sea Route is an important factor for Murmansk, says Deputy Minister of Economical Development in Murmansk Oblast Viktor Gorbunov to MBnews. – Having the icebreaker fleet in full-time occupancy directly impacts the speed of development of the fleet's base itself and of other, associated services.

This season there have been 29 transports along the whole route from Murmansk to the Strait of Bering. In addition, there are is a high number of vessels sailing between Murmansk and towns and oil bases along the northern coast of Russia. **Source : BarentsObserver**

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Van Oord's TSHD **VOLVOX ASIA** seen anchored at the Eastern Anchorage in Singapore – **Photo : Piet Sinke ©**

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

Four DCI ships lose safety certificates

Livemint reports that India's biggest dredging contractor, Dredging Corporation of India (DCI) has lost safety certificates for four of its ships after the state-run firm failed to carry out statutory surveys. Quoting a Bloomberg report, Livemint said the Indian Register of Shipping had removed its classification from four of DCI's dredgers, an act that prevents the ships from undertaking work or earning revenue.

"The impact of this is multi-fold," said P P Govindachary, a joint general manager (finance) at the Vizag-based DCI. "We will not earn any money from these dredgers during the period they are out of service, besides we will have to

spend money on dry-docking.” He would not estimate the extent of the potential revenue loss. Statutory surveys are carried out to ensure that ships are maintained as per the requirements of the International Maritime Organization.

Source : Dredging News Online



INFORMATIEAVOND VLOOT

DONDERDAG 1 DECEMBER

ZET DE SLEUR OVERBOORD

Boskalis/Smit zoekt nieuwe collega's die toe zijn aan iets anders. Scheepswerktuigkundigen, (scheeps)elektronici en (ervaren) TD-inspecteurs. Wereldklussen in 65 landen en zes continenten, die alles vragen van jouw vakmanschap. Met het samengaan van Boskalis en Smit is één van de grootste maritieme ondernemingen ter wereld ontstaan, waardoor wij jou nog meer

te bieden hebben. Allesbehalve sleur dus. Op **donderdag 1 december vanaf 18:00 uur** laten we je onze wereld zien en informeren we je over de mogelijkheden binnen Boskalis/Smit. Een overzicht van onze vacatures vind je op onze website. Kom kennismaken en meld je aan via www.werkenbijboskalis.nl.

MAAK EEN WERELD VAN VERSCHIL





Hallin Marine's **Penrith** in new colors after her special survey in Loyang offshore supply base Singapore.

Photo : Hallin Marine ©

Marine oil and chemical-spill response: UK guidelines launched

A set of new guidelines to strengthen the response to oil and chemical spills at sea has been published. The post-incident monitoring guidelines are a key output from the PREMIAM project (Pollution Response in Emergencies: Marine Impact Assessment and Monitoring) which was initiated in 2009. A comprehensive document, the guidelines provide the principles upon which effective post-spill monitoring and impact assessment in UK waters will be based and is supported by 19 UK government partners. The guidelines cover a wide range of issues including:

- planning surveys
- sampling practices (including handling and storage)
- chemical analysis
- ecotoxicology
- ecological assessment.

Chemical and oil spills in the marine environment remain a significant threat. While large spill incidents remain relatively rare, events such as the Deepwater Horizon in the Gulf of Mexico and, more recently, the grounded container ship *Rena* in New Zealand show the importance of effective response.

Rapid response, improved preparedness and effective post-incident monitoring and assessment are all key parts of an effective response and these guidelines and other outputs from the project will help to deliver that for the UK.

Cefas' Mark Kirby, the PREMIAM project co-ordinator, says: "The publication of the guidelines marks an important step in our ability to mount effective and co-ordinated post-spill monitoring programmes." The UK has been no stranger to significant marine incidents, with large spills from the **Sea Empress**, **Braer** and **MSC Napoli** all requiring major post-spill monitoring operations. Kirby continues: "The size and importance of the offshore oil and gas and shipping industries in the UK means that there is a need for continued vigilance and improvement of post-spill response and monitoring activities.

"The guidelines published today came about because of excellent co-operation among a wide range of UK government departments and agencies, coupled with very positive feedback from both industry and conservation bodies during an extensive consultation period. Such combined effort means that the guidelines provide a credible and widely supported process for any UK response in future." The PREMIAM project is developing processes whereby expertise, equipment and facilities necessary for effective monitoring of oil and/or chemical spills are identified and engaged. The project also provides a mechanism through which the UK's post-spill monitoring programme is co-ordinated and managed.

Source: PREMIAM Project (Pollution Response in Emergencies: Marine Impact Assessment and Monitoring)



The **BOURBON LIBERTY 108** seen departing from Malta after drydocking – Photo : Mario Schembri ©

Chevron fined \$28 million, faces Brazil spill backlash

Brazil's government slapped Chevron with a \$28 million (17 million pounds) fine on Monday for causing an offshore oil spill, and the penalty could rise as the U.S. company faces a political backlash over the accident. While the leak is relatively small and mostly contained, it has highlighted the environmental risks of tapping Brazil's newfound oil wealth at great depths, and could add to delays in politically sensitive plans to develop the offshore fields. President Dilma Rousseff met with her environment and energy ministers to discuss it on Monday, a day after Chevron took full responsibility for the leak of about 2,400 barrels.

The accident at the Frade field, owned in partnership with Brazil's state-controlled oil company Petrobras and a Japanese consortium, had slowed to a "residual" flow, said Haroldo Lima, head of ANP, Brazil's National Petroleum Agency. At its height, the leak in one of Brazil's most oil-rich offshore regions released 200 to 330 barrels per day (bpd) after a rupture in the well's structure on November 7, ANP said. "There is no comparison with the Macondo spill in the Gulf (of Mexico) where 3,000 barrels a day leaked and 11 people died. This is a serious accident but not a major one," Lima told reporters, referring to BP's 2010 well blow-out.

Brazil's environment agency said it would fine Chevron 50 million reais (\$28 million) and might take legal action too. ANP could slap Chevron with two fines of up to 50 million reais each, ANP director Magda Chambriad told a news conference in Brasilia. Rio de Janeiro state could impose 30 million reais more in fines as well, the state's environment secretary said. The fine of 50 million reais is roughly equivalent to the value of three-and-a-half days output from the Frade field, which is producing about 79,000 bpd, according to Chevron. The estimate is based on a Maya crude price for Mexican heavy oil that is a benchmark for heavy crudes similar to those from the Campos basin, where Frade is located. Brazil's biggest oil spill since 2000 is a threat to Chevron's credibility in the country after the company acknowledged it had caused the accident by wrongly estimating pressure and rock strength in the reservoir it was targeting.

While Chevron's current production in Brazil is relatively small, at less than 1 percent of its 2010 worldwide output, the company has invested heavily in the country's offshore fields. The total cost of Frade has been put at \$2.8 billion, while Chevron also has a 37.5 percent interest in the \$5.2 billion Petrobras-operated Papa Terra project in the Campos basin -- which could double Chevron's production from the country. In its discussion of the accident, Brazil's government made no mention of Petrobras, which owns 30 percent of Frade. Chevron, which faces a police probe and has been called to testify in Brazil's Congress, initially said it believed the leak was a natural seepage. Lima told a news conference after meeting Rousseff on Monday that Chevron did not have the necessary equipment in place to deal

with an accident. "If we think back to the BP incident, and the comments that Chevron made about safety and standards and all that, maybe we can forgive once," said Phil Weiss, oil analyst at Argus Research in New York. "But if they mess up again ... it's like they're on watch now. So they have to be careful." Chevron may have avoided some of BP's pitfalls after the Gulf disaster by admitting full responsibility for the spill on Sunday and giving a thorough explanation for its cause.

"It doesn't appear as if there was any omission here like there was in the Gulf of Mexico," said Cleveland Jones, a geologist with the National Oil and Gas Institute at the State University of Rio de Janeiro.

The Frade leak will provide more ammunition for the growing worldwide opposition to offshore drilling in the wake of the estimated 4-million-barrel BP **Deepwater Horizon** spill in 2010. A debate over the need for stricter environmental safeguards could delay expected sales of new oil rights in the subsalt region and increase the clout of Petrobras. Brazil's so-called subsalt region -- a huge deepsea area of oil reserves under a thick layer of salt -- is the size of New York state and could hold about 100 billion barrels. With ambitions to hit 7 million bpd in output by 2020, Brazil could be the third-largest producer after Russia and Saudi Arabia.

Companies are testing the limits of drilling as they go as deep as 7 km (4.4 miles) below the ocean surface, putting equipment and people under strains often compared with those for space flight. Chevron Brazil's CEO George Buck told a news conference in Rio that the company would clean up the spill fully. It occurred when high-pressure oil leaked into the well borehole, overcoming a liquid sealant and well-cleaning fluid. The well structure cracked and oil seeped through rock to the seabed. Don Van Nieuwenhuise, the University of Houston's director of petroleum geoscience programs, said it seemed an unexpected pocket of pressure in the layers of rock caused a "kick" that prompted the crew to activate the blowout preventer and shut off the well. Since they had not yet reached the reservoir, the well likely had not been stabilized by piping.

"This is rare but one of the dangers in drilling is encountering shallow but overpressured sections," he said. "The more casing or pipe we have in the ground, the safer the well is when a kick is encountered from overpressure." Chevron says the "sheen" on the ocean surface caused by the leak now totals about 18 barrels and is 120 km (75 miles) off the Rio coastline, moving further out to sea. The spill comes as Rio and other producer states campaign against a proposal in Congress to distribute oil royalties more widely among states. Agreement on that is needed before Brazil can launch a legal framework for development of the reserves. One of Rio's arguments for keeping a bigger share is that it would shoulder the costs of any environmental disasters. "This incident could have been avoided. Rio will in no way be a stage for environmental impunity," Rio state's environment secretary, Carlos Minc, told GloboNews television channel. He said Rio might cancel firms' operating licenses, including that of Transocean, which drilled the well for Chevron and also owned the **Deepwater Horizon**. But the environment ministry said the federal government issued Transocean's licenses and there had been no decision to cancel them. Lima said such a move could not be taken by Rio. Transocean said it was fully cooperating with Chevron and the Brazilian authorities in "all aspects of this matter."



Above seen the LPG tanker "**GAZ MILLENNIUM**", sailing from Gladstone – **Photo : Don Meehan ©**

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The Smit fleet seen moored at Vitoria Port (Brazil) alongside at Peu terminal – Photo : Alexandre Ferrari ©

SeaHold GEOSHIPS subsidiary wins contract for anti-piracy vessel

SeaHold GEOSHIPS Ltd's subsidiary company **Brooking Shipping Limited (BSL)**, has been awarded a contract for an 'escort vessel' which is anticipated to generate £1.9 million each year. This is the first contract BSL has been awarded since being acquired by the shipping and marine contractor, GEOSHIPS.

BSL, the marine division of GEOSHIPS, has been appointed the escort vessel contract by Mercator International Limited, for the technical and crew management of the new build 36m vessel, **Express Opportune**, a fast support intervention vessel capable of 25 knots and specifically prepared for the anti-piracy role. BSL took delivery of the vessel in Singapore and the contract is initially for six months with automatic extensions. The work will primarily be in support of commercial ships transiting the Arabian Gulf and East Africa areas.

Escort vessels act as a visible threat deterrent and enforce an exclusion zone around a commercial vessel. They also provide specialist security teams trained in the use of fast intercept craft and counter boarding operations. For the initial six months, the value of the contract to the company is worth over £1million and a Letter of Intent has been

received for a second escort vessel to operate in similar geographical regions. GEOSHIPS, group chief financial officer, Neil Donald, said: "I am delighted that Brooklyn Shipping Ltd has secured its first contract under the GEOSHIPS umbrella and is diversifying its skills out with the oil and gas industry.

"Entering into this contract reinforces the firm's continued commitment to optimising safety for crews. This type of vessel allows operators to take advantage of business in new areas that were previously considered too high risk to enter." BSL, managing director, Rennie Cameron, said: "This is an exciting contract for us and vessel protection is an area of increasing concern. The escort vessel offers 24/7 protection to commercial vessels passing through high risk areas. "It can establish the intent of crafts in the vicinity of the commercial vessel and intercept if needed. This safety cordon around the client vessel helps to protect it from potential criminal activity."

Plans are already in place to consider expanding with BSL as ship managers, to four or five vessels in 2012, which would lead to a turnover of around £7.5 to £9.5million per annum. GEOSHIPS current fleet of three multi-purpose offshore vessels includes its first vessel **Stril Explorer**, which was taken on an 18 month charter earlier this year, and two new vessels, **Loch Erisort** and **Loch Roag**, which are on long term charters and will be delivered during 2012.

Source : Offshore Shipping Online



Above seen the **CSL Nelvana** (built 1983, 74974 tonnes deadweight) loading gravel on Nov 21st at Sechart on the British Columbia, sunshine coast bound for California. She is a regular monthly visitor recently.

Photo : Robin Merriott ©



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Gen Maritime can draw on bankruptcy loan

Tanker owner given time to file revamp plan or sell all assets

General Maritime Corp, the second-largest US owner of oil tankers, can draw US\$30 million of a US\$75 million loan that will require it to file a plan of reorganisation in 75 days or sell all its assets. US Bankruptcy Judge Martin Glenn in Manhattan court on Nov 18 approved the company's request to borrow funds from Nordea Bank Finland plc and other lenders.

The company, which operates in over 230 ports of call in over 70 countries, filed for bankruptcy on Nov 17 after falling oil demand and a surplus of ships led to two years of losses. General Maritime hopes to file a reorganisation plan in January, General Maritime's bankruptcy counsel, Kenneth Eckstein said on Nov 18.

If the company doesn't outline the terms of a plan within 75 days from its Nov 17 filing, it must sell all its assets through an auction, under the requirements of its US\$75 million loan, he said. Oaktree Capital Management LP, a lender, would be the so-called stalking horse, or starting bidder, for that auction. General Maritime owns 30 vessels and charters three, giving it a total carrying capacity of 5.3 million deadweight tons. Its vessels are registered in Bermuda, Liberia or the Marshall Islands. Its publicly held securities include 121.5 million common shares and US\$300 million in unsecured 12 per cent notes due 2017, according to court papers.

A group of **General Maritime Corp** noteholders opposed a request for the loan. Its terms would 'serve to prematurely limit or foreclose the rights of unsecured creditors or any official committee appointed to represent their interests,' the group said in court papers filed on Nov 18.

The ad-hoc group, which doesn't have formal standing in the case, owns over US\$185 million in 12 per cent senior notes due 2017. It includes **Capital Research and Management Company, JP Morgan Investment Management, Inc, JP Morgan Securities LLC, Stone Harbor Investment Partners LP** and **Third Avenue Focused Credit Fund**. General Maritime already has a rough plan to restructure with certain lenders; negotiations leading up to its bankruptcy led to a 'restructuring support agreement' under which lender **Oaktree Capital Management LP** agreed to make a US\$175 million equity investment. Judge Glenn ordered that papers detailing the support agreement be filed publicly in court papers. **Source : Bloomberg**



The **XIN NING BO** seen in Rio Grande – **Photo : Marcelo Vieira ©**

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Piracy Crime Reports for Boarding and Robbing in Southeast Asia Waters in One Week View

INDIAN OCEAN–EAST AFRICA. ARABIAN SEA: Product tanker ([BW DANUBE](#)) fired upon by pirates in two skiffs on 15 November at 0418 UTC while underway in position 15:49N – 055:05E, approximately 302 nm northeast of Al Mukalla, Yemen. Eight pirates in two skiffs chased the vessel. The master raised the alarm, increased speed, and took evasive maneuvers, and all crew, except the bridge team, mustered in the citadel. The onboard, unarmed security team fired flares to warn the skiffs. The pirates fired upon the tanker, aborted the attack, and moved towards a mothership. (UKMTO, IMB).

INDIAN OCEAN: Container ship ([ER COPENHAGEN](#)) experienced an attempted boarding by pirates in one skiff on 11 November at 0824 UTC while underway in position 03:56S – 047:14E, approximately 452 nm east of Mombasa, Kenya. Six pirates armed with guns and an RPG chased and fired upon the vessel. Master raised the alarm, increased speed, and mustered the crew, except the bridge team, in the citadel. After several attempts, the pirates aborted their attack due to the vessel's evasive maneuvers. The vessel did not have an armed security team. A mothership was spotted in the vicinity. The crew suffered no harm, but there was some damage to the vessel and cargo. (UKMTO, IMB).

SOUTHEAST ASIA - BANGLADESH: Container ship boarded and robbed 16 November at 2100 LT while anchored in position 22:12.3N – 091:42.2E, Chittangong, Bangladesh. Five robbers boarded the vessel. After the Master raised the alarm and flashed searchlights, the robbers escaped with ship's stores. (IMB).

INDONESIA: Chemical tanker boarded and robbed 16 November at 0330 LT while anchored in position 03:56N – 098:48E, Belawan Anchorage. The robbers boarded, stole the ship's stores, and escaped without notice. The master reported the incident to the port authority. (IMB).

MALAYSIA: Chemical tanker boarded and robbed 14 November at 0350 LT while berthed in position 05:49N – 118:05E, KPO Terminal, Sandakan Port, Sabah. Four robbers with long knives boarded the vessel and were noticed by the duty crew who shouted at them and raised the alarm. The robbers fled in a small wooden boat. The crew mustered, checked the vessel, and reported the ship's stores stolen. Marine police were informed. (Open Source, IMB).

INDONESIA: Bulk carrier boarded 14 November at 0045 LT while anchored in position 01:22S – 116:57E, Balikpapan Anchorage. Alert duty crew noticed robbers on forecastle deck attempting to rob ship's stores. The alarm was raised and the fog horn sounded. The robbers jumped overboard and escaped in a waiting boat. (Open Source, IMB).

Coastguard modernisation proposals confirmed

Plans to modernise the Coastguard have been confirmed by Shipping Minister Mike Penning. The proposals, which were announced for consultation in July, will make the Coastguard better coordinated, more resilient to the challenges of the future and will increase the number of regular coastguard officers working in coastal communities, who provide leadership and support to the volunteers of the Coastguard Rescue Service.

The plans - which will modernise how rescues are coordinated and do not affect the services which go out to perform rescues - will create a nationally networked system of Coastguard coordination centres comprising:

- one Maritime Operations Centre, to be established in Fareham, Hants, with a back-up facility at the existing Dover coordination centre, both operating on a 24 hour basis; and
- eight Coastguard Centres, all operated on a 24 hour basis, located at Falmouth, Milford Haven, Holyhead, Belfast, Stornoway, Shetland, Aberdeen and Humber. The station at London is also retained.

Mike Penning said: After many years of uncertainty, these reforms provide a clear plan for the future of Her Majesty's Coastguard. They will deliver a resilient and fully networked national rescue coordination service. They will make much better use of the talents and skills of our Coastguards and will provide more interesting and rewarding work with better pay. The UK coastguard has a great heritage. This is a blueprint for a 21st century Coastguard that commands even greater respect and it will provide an organisation of which coastguards themselves and all of us can be justly proud. Under the plans the Coastguard co-ordination centres at Forth, Clyde, Great Yarmouth, Liverpool, Thames, Swansea, Brixham and Portland will close progressively by 31 March 2015. The centre at Solent will be replaced by the new Maritime Operations Centre.

While a rescue coordination function will no longer be required in these locations, new coastal operational hubs - providing better leadership, support and training for the volunteers of the Coastguard Rescue Service - will be established at the existing sites at Liverpool, Swansea and Thames, as well as in the Clyde area, and through the further development of the MCAs site at the former HMS Daedalus at Lee-on-Solent.

The new Maritime Operations Centre will be housed in a purpose built emergency services centre at the vacant Fire Control Centre building at Fareham. The buildings existing facilities mean that the Maritime Operations Centre can be established quickly.

How Coastguard rescues are co-ordinated has changed little over the past forty years. Currently, operations are coordinated from 19 dispersed centres with no network of national integration. This means that there is very limited resilience in the event of high demand or technical problems and it is impossible to spread the workload evenly across the system, leaving staff in one centre struggling to cope with call volumes while workloads in another may be low. The plans confirmed today will create a resilient and nationally networked system of Coastguard coordination centres as well as giving Coastguards more opportunity to develop and apply their skills, offering increased responsibility, a recognised career path and the remuneration to reflect this. **Source : MCA**

NAVY NEWS



The 2010 commissioned Russian submarine **B-585 Saint-Petersburg**

See the Russian Northern Fleet in action at:

http://www.youtube.com/watch?v=Od0fPwuSNpU&feature=player_embedded

(including some good music)

Newly-acquired Hamilton navy ship to be equipped with choppers

The country's newly-acquired Hamilton navy ship, **BRP Gregorio del Pilar**, will be equipped with four (4) helicopters according to Commodore Joseph Rustom O. Peña of the Naval Forces West (Navforwest). He said that the Armed Forces of the Philippines (AFP) is already in the process of acquiring four helicopters which will have more sophisticated and advanced features and more reliability if compared to the existing Hueys that are being used.

He said that the helicopters will be deployed as utility aircraft for the **BRP Gregorio del Pilar** which is expected to be commissioned in December. At present, the navy ship is in drydock for refurbishing and repainting. Commodore Peña expects the arrival of the helicopters together with the arrival and commissioning of **BRP Gregorio del Pilar** which will conduct sovereignty patrol of the West Philippine Sea including the country's Exclusive Economic Zone (EEZ).

Source : Philippine Information Agency



22 October the keel was laid for the new Russian submarine **B-237 Rostov-on-don** at Admiralty Verf

See also the video of the event at : http://piter.tv/event/_verfi/

SHIPYARD NEWS

JES International denies it is running out of cash

Chinese shipbuilder JES International says its cashflow is sufficient to meet short term lending repayments. The Singapore-listed company was queried by the Singapore Exchange (SGX) over negative cashflows from operating activities in its third quarter results and short term borrowings of RMB985.2m. "The negative cash flows from operating activities arose mainly as a result of the company's expansion of shipbuilding activities that require higher working capital," the shipbuilder said.

JES said its short term borrowings had a variety of maturity dates and: "Given past records and the credit limit granted by the banks, the company is usually able to secure at least the same amount of borrowing after the repayment is made." The shipbuilder said it did foresee any short-term cashflow issues or meeting its borrowing repayments.

Source : Seatrade Asia

General Dynamics secures two \$56.7m contracts from U.S. Navy

General Dynamics Electric Boat recently was awarded two U.S. Navy contracts worth \$56.7 million to perform submarine modernization and maintenance work and develop advanced technologies for current and future undersea platforms, the Company said Monday. Electric Boat is a wholly owned subsidiary of General Dynamics (NYSE: GD).

Under the first award, worth \$41.6 million, Electric Boat will continue operating the New England Maintenance Manpower Initiative at the Naval Submarine Base in Groton. The company provides a wide range of overhaul, repair and modernization services in support of submarines, floating dry docks, support and service craft and other equipment at the base. About 270 Electric Boat employees will be engaged in the work.

Under the terms of the second \$15.1 million award, Electric Boat will perform advanced submarine research and development studies in support of a wide range of technology areas including manufacturability, maintainability, survivability, hydrodynamics, acoustics and materials. Electric Boat will also conduct research and development in manning, hull integrity, performance, ship control, logistics, weapons handling and safety. This contract modification supports near-term Virginia-class technology insertion, identification of Ohio-class replacement technology options, future submarine concepts and core technologies. Initially awarded in November 2010, the overall contract has a potential value of \$711.4 million over a total of five years if all options are exercised and funded. **Source : PortNews**



The **SVITZER ALFA** (ex **UNISVITZER SONGHKLA**) seen moored at the ASL yard in Singapore – **Photo : Paul Firet ©**

Bimco warns 50% of yards could become idle

Bimco has warned that as many as one in two shipyards could become idle in the coming years. “[T]he clear and present danger to the shipping industry is actually not the ships on order, but rather how to handle the massive shipyard overcapacity post 2014, with the utilization factor dropping from the present close to 100% to 50%,” the shipping body warned in a release. “The situation can be overcome only if the ship yard overcapacity is not utilized to build more new ships for delivery within the near-term future,” Bimco added. **Source : Seatrade Asia**

ROUTE, PORTS & SERVICES



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In Singapore the **MSC PANAMA** was renamed in **ORIENTAL RUBY** – Photo : Piet Sinke ©

Emsys Selected for Prestigious 3 Rig Contract

W R Systems, Ltd (WRSystems) have been awarded a prestigious contract to supply its cutting-edge laser-based Emsys Emissions Monitoring System (EMS) to a major offshore drilling contractor for three drilling ships/rigs located in the Gulf of Mexico.

The EMS will be incorporated into the vessel's proprietary data management technology, to provide compliance with each vessel's EPA Air Permit requirements. It is understood Emsys was selected following a detailed evaluation of the current EMS technology. The high accuracy, high reliability and minimal calibration requirements of the system made it the obvious choice.

WRSystems are also carrying out a significant Engineering Design Package to ensure the EMS system is properly integrated into each vessel's sophisticated data network. WRSYSTEMS has been working with the drilling contractor for over a year in preparation for these highly important projects. The recent change to the EPA Air Permit requirements in the Gulf of Mexico has required all drilling contractors to re-evaluate their compliance strategies. The proprietary data acquisition technology utilised on these projects are highly unique and have been developed in partnership with engine manufacturers, turbocharger suppliers and WRSYSTEMS. The operating profiles of these vessels make standard emissions monitoring systems unsuitable for this highly complex monitoring application; therefore, the contractor sought to combine the best available technologies with their internally developed data system. Speaking about the contract, Megan Jones, Emsys Program Manager explained, 'We are thrilled to have secured these strategically important contracts. WRSYSTEMS has developed Emsys to be significantly different from the standard EMS offerings, and these contracts, combined with other recent successes, have justified the long term investment of the company in

Emsys. Our customer was not looking for a product; they wanted a bespoke solution to their particular requirements, and a company that had a track record of delivering engineering solutions to the highest industry standards.'

WRSystems have been established for over 26 years and have a strong reputation for developing and supporting mission-critical, high-technology maritime navigation and communications equipment. The company, based in Fairfax, VA, with its Engineering Services Division in Norfolk, VA, supports multiple navies and commercial maritime companies around the world on a 24-hour basis. ESD has an extensive track record in developing extremely rugged technology to meet applications where existing market offerings are unsuitable. www.emsysmarine.com



SeaFrance's **Nord-pas-de-Calais** tied up at Dover - Photo : Mike Francis ©

Kuwait Petroleum opens \$100-mln refinery in Rotterdam

The Mayor of Rotterdam, Ahmed Aboutaleb, will open a new steam generation complex, gas gathering facilities and an additional Sulphur Recovery Unit at Kuwait Petroleum Europoort (KPE) in the port of Rotterdam. According to Wael Salmeen, Deputy Managing Director KPE, the investments amount to 100 million USD. He also said the investment will reduce SO₂ emissions by 50% and NO_x emissions by 25%. It will also prevent unnecessary flaring and ensure more stable business operations. "These new measures will enable the company to continue meeting the highest emission standards. Kuwait refinery in Rotterdam has been involved in the realization of the new installations for many years," he noted. Source : PortNews



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MOL to open its own offices to assume agency work in eastern Europe

JAPAN's **Mitsui OSK Lines (MOL)** has announced that it will take over all the agency work carried out on its behalf in the Czech Republic, Slovakia, Slovenia and Hungary as part of a plan to get closer to customers. Currently all the Japanese shipping group's agency activities in these countries are performed by Multi-Shipping and the transfer of responsibilities will take effect early next year.

Jochen Veldmann, executive area director for Europe, said the company is establishing its own presence to increase its commitment to the fast-growing region of Eastern Europe.

He said: "MOL had enjoyed a strong relationship with the liner agency group Multi-Shipping which will continue to provide agency services in these countries until the new organisation is established. On the foundation laid by Multi-Shipping we will be even better positioned to respond to customer needs, further enhance the service and offer full network coverage in the region." **Source : Schednet**

Hapag-Lloyd posts Q3 profit of \$12.9mIn

German container line Hapag-Lloyd managed to steam through the third quarter in the black, posting a group profit of €9.6 million (\$12.9m), but remains in the red for first nine months, with a loss of €23.1 million, ifw-net reports. The company posted an operating result, before interest and tax, of €36.7 million in Q3, a plunge of 85% from the €251.2 million it posted in Q3 2010.



The **SANTOS EXPRESS** seen anchored off Singapore – **Photo : Piet Sinke ©**

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

Majority owned by German tourism and shipping conglomerate TUI, the line has been engaged in a cost-savings programme since 2009. Its third-quarter operating costs grew marginally to €1.35 billion from €1.26 billion year-on-year, despite the persistently high cost of fuel this year. It also cut staff costs to €76 million, compared with €105 million in Q3 last year. The cost savings helped the carrier to perform "very well in a demanding market environment", according to Chairman Michael Behrendt.

Economic uncertainty, turbulent foreign exchange markets, tough competition and high bunker prices were the defining features of the market, the operator said in a statement. Hapag-Lloyd's earnings before interest, taxes, depreciation, and amortisation for the first nine months stood at €275m. The company's average freight rate in the first nine months of 2011 was \$1,540 per teu, on par with the first nine months of 2011, which was \$1,547 per teu.

Volumes rose by 3.9% to 3.9 million teu during the period. An article in IFW's sister publication, Lloyd's List, notes that the rise in volumes was offset by a steep jump in bunker prices that brought overall operating costs in the first nine months to €333 million and "curbed otherwise strong earnings". On Friday, Tui announced it intended to dispose of its stake in Hapag-Lloyd. It owns 38.4% of Hapag-Lloyd, with the remainder held by the Albert Ballin consortium, a Hamburg-based group of investors that includes Kühne Holding, the city of Hamburg and banks and insurers.

A spokesman for Tui said: "We are in talks with a potential investor."

Bluestream Offshore joins forces with Baltic Taucher

Bluestream Offshore has formed a joint venture with **Baltic Taucherei- und Bergungsbetrieb Rostock (Baltic Taucher)** in Germany to provide offshore wind operators in German waters with a comprehensive range of fully-integrated subsea services. The newly-formed JV – to be incorporated in Rostock as 'Baltic Bluestream Offshore GmbH' - will be positioned and equipped to support the offshore wind and subsea cable industry, with observation and light work-class ROVs, diving teams and a host of subsea inspection, repair and maintenance (IRM) services.

Baltic Taucher's CEO, Eyk-Uwe Pap, said: "We are delighted to be working with **Bluestream Offshore** to offer our wind energy customers a broader range of services. "The synergy between the two companies was clear from the outset – combining, as it does, our extensive regional diving and engineering experience with Bluestream's expertise in ROV provision and jacket installation support. We are confident that both new and existing customers will benefit from the collaboration." Rolf de Vries, Managing Director of **Bluestream Offshore**, added: "This joint venture presented us with an opportunity to combine the solid reputation, expertise and technology of Baltic Taucher with Bluestream's dedicated ROV provision and diving services.

"Baltic Taucher is recognised by the industry as a committed and reliable diving contractor and, together with Bluestream's respected ROV and associated subsea services, we are able to streamline the support provision for foundations, infrastructure and turbines across the German Bight and Baltic Sea."

Baltic Bluestream Offshore GmbH will set up its operations base in Bremerhaven, which is strategically placed for access to offshore wind developments on the German continental shelf. **Source : Offshore Shipping Online**

TOP Ships Inc. Announces Sale of the M/T IOANNIS P

TOP Ships Inc., an international maritime shipping company that provides transportation services for crude oil, petroleum products, and dry bulk commodities, announced today that it has sold the **M/T IOANNIS P**, a 46,346 dwt tanker vessel built in 2003. The sale of the **M/T IOANNIS P** will result in a book gain of approximately \$1.3 million.



Port of Odessa to scrap two harbor vessels

Odessa Commercial Sea Port (OMTP) plans to scrap the 'Groza' tug and the 'Typhoon' pilot boat, the state-owned company said. The Ministry of Infrastructure of Ukraine ordered to scrap the harbor vessels due to their depreciation, money-losing maintenance of the equipment. The small tug 'Groza,' which age now exceeds 50 years, was decommissioned in 2007. Pilot boat 'Typhoon' (build date -1985) was not operated for more than 5 years. The vessel is not in demand, because the port does provide anymore pilotage services, while the state-run Delta-Pilot has its own specialized fleet.

In 2009 and early 2010, Odessa port took delivery of two maneuverable towboats from Damen Shipyards Gorinchem. The vessels named "Patriot" and "Bulat" have rated power of 4,050hp. Source : PortNews

Hamburg and Kiel to present their strong logistics region to Turkey

From 8 to 10 December 2011, the Port of Hamburg will be presenting itself for the first time at the logitrans Transport Logistics trade fair in Istanbul. Companies attending will be Buss Group GmbH & Co. KG, Polzug Intermodal GmbH, Seehafen Kiel GmbH & Co. KG, STENA Line Scandinavia AB as well as TCO Transcargo GmbH, advertising on the initiative of Port of Hamburg Marketing with the strong performance and efficiency of the Port of Hamburg and the metropolitan region under the common umbrella of the Port of Hamburg in the German Pavilion. For the fifth time now, the company logitrans Transport Logistics will be opening its doors in Istanbul, the bridge between Europe and Asia and the country's largest transport hub. Istanbul's transit location between two continents and between the Black Sea and the Sea of Marmara makes the city a key station in the field of international logistics. The logitrans is considered the most important transport trade fair in the region and provides a good platform for international collaboration in the transport and logistics industry. Last year, the logitrans attracted more than 8,000 international visitors to the trade fair grounds. Turkey is one of the world's fastest growing economic nations and meanwhile ranks in 17th position of the biggest macroeconomies: 350 foreign logistics companies are engaged in Turkey, investments in the logistics sector are growing substantially and the market holds the promise of a successful future in store. The seaport of Kiel looks forward to its trade fair presence in Istanbul: "The provides an outstanding platform for presenting our network of lines also in Turkey and to inform forwarding agents and carriers of the benefits of a transport route via Kiel," emphasises Dr Dirk Claus, Managing Director of SEEHAFEN KIEL GmbH & Co. KG. The Stena Line Scandinavia AB from Kiel has also identified the boom under way in the Turkish economy and will be presenting itself in a shared booth in Istanbul to acquire new customers for the European route network of the STENA Line. TCO Transcargo GmbH has already been co-operating with forwarding agencies and logistics companies as well as direct customers in Turkey for many years now. "On account of the global changes unfolding with regard to the procurement and sales markets, Turkey as an emerging market is gaining increasing significance for us. So-called cross trade also represent an important logistics segment for us in the region," says Gerd Sander (TCO Transcargo GmbH). The company Polzug Intermodal GmbH and its subsidiary Polzug Intermodal LLC based in Poti and Tbilisi in Georgia has maintained business relations with customers in Turkey for many years now. "By attending the trade fair, we hope to acquire additional customers and to further extend our existing networks in Turkey," explains Ralf Sumfleth from Polzug. Within the scope of the trade fair, the organiser, Messe München GmbH, will be inviting to a German-Turkish Logistics forum for the first time, which will also be attended by Port of Hamburg Marketing Board member Axel Mattern. Seven line services connect the Port of Hamburg with Turkey, including both container and multi-purpose services along with a RoRo service for transportation of vehicles and rolling cargo. In the year 2010, some 1.5 million tons of cargo were transhipped between Hamburg and Turkey. The biggest export item to Turkey is scrap metal, which is processed in Turkey. With 555,000 tons, the transshipment of scrap metal amounted to a remarkable share of total exports to Turkey amounting to 52 per cent. Other export articles include grain, chemical products and iron/steel. From Turkey, it is mainly foodstuffs, stoneware products, clothing/textiles and electrical appliances that are imported via Hamburg. Sea-borne container traffic reached a volume of 58,000 TEU in the year 2010.

Maersk to deploy bigger ships on Latin route

Surging Chinese demand for Brazilian chicken and other perishables coupled with burgeoning demand in South America for Asian consumer products has led Maersk Line to strengthen its services between the two regions with a fleet of bigger box ships, reported the South China Morning Post. Soren Karas, head of South China for Maersk Line, said delivery of the 7,500 TEU ships began this year and all the ships would arrive by 2013. Maersk Line placed an order, worth about US\$2.4 billion, according to shipping industry sources, for 16 of the ships with South Korean shipbuilder Daewoo Shipbuilding and Marine Engineering in 2008.

Around 10 of the vessels, including Maersk Lebu which is about to be delivered by the shipbuilder, will fly Hong Kong's Bauhinia flag and are among 22 ships Maersk plans to register in Hong Kong that will take its total tonnage on the Hong Kong shipping register to about 2 million gross tonnes. The remaining six ships will be registered in Singapore.

"The ships have been custom-made for South American routes," Karas said. The vessels are twice the size of the Panamax container ships that previously served the trade. "They are shorter and wider, but have the draft of a Panamax ship" which allows the vessels access to draft restricted ports in South America.

The ships also have 1,700 plugs for refrigerated containers, about double the number of electric connections a comparable container ship was likely to have installed. Karas said this reflected the larger volume of refrigerated cargo the ships were to carry plus the anticipated rise in the volume of poultry, meat, vegetables and fruit that Maersk Line expected to carry from South America to Asia. Karas said the refrigerated cargo trade from South America was "definitely a market that is growing". He pointed out that container volumes between Asia and Latin America were growing at about 20 per cent per year, compared with an average of six to seven per cent for container volumes globally. Similar growth levels on the Asia-Latin America route are forecast for at least the next five years. On poultry exports alone, the Brazilian Poultry Union said exports to Asia climbed 6.9 per cent between 2009 and 2010, but exports to China soared 406.6 per cent from 23.9 tonnes in 2009 to 121.5 tonnes last year and rose 25.5 per cent to 386.5 tonnes to Japan last year.

The increase more than offsets a decline in other Asian markets, including Hong Kong, where Brazilian poultry imports dropped 22.6 per cent to 331.5 tonnes. South American farmers' keen interest in Asian markets was also reflected in the big presence of South American farmers and marketing associations at the Asia Fruit Logistica exhibition and congress in Hong Kong last September. Caputto, one of the largest citrus producers in Uruguay, has already established markets in Indonesia and the Philippines, but the company is keen to develop markets in Hong Kong, China and Malaysia, particularly for its oranges. South America is also a big producer of blueberries, cranberries, garlic and cherries. Karas added the ships were expected to be full from Asia to South America carrying consumer goods and small bulk commodities. The return leg would carry exports including perishables products, plus empty containers to reflect the current trade imbalance as South America imported more than it exported to Asia. Karas said the Asia-South America trade was "definitely a market we are very excited about" while Maersk was also considering deploying some of its new 7,500 TEU vessels on the routes between South America and Europe. The carrier operates two Asia-South America services, which include port calls at Shanghai, Yantian, Hong Kong, Singapore, Buenos Aires and Montevideo. **Source: Portnews**

OLDIE – FROM THE SHOEBOX



Motorvessel **BAWEAN** arriving in Rotterdam in 1971 and is manoeuvring near the Lloydkade. The **BAWEAN** was built in 1953 in Amsterdam. Her crew was 61 and had passenger accommodation up to 12. In the engine room was a MAN-diesel installed, 2 stroke single working, 10 cylinders, 8450 PK (6220 kW). Speed 16 knots. Owner was Netherland Steamship Company of Amsterdam – brought in by Nedlloyd in 1970. 1973 sold to Indonesia (Gesuri Lloyd) of Jakarta. 1981 heavily damaged by an engine room fire in position 00°58'S and 100°22'E. Towed into Merak and laid up and in 1983 sold for scrap in Indonesia. **Photo: Capt. Frank Haalmeijer ©**

.... PHOTO OF THE DAY



The well-known UK workboat, **Bay Protector**, has sailed from Brixham, U.K. for the last time, bound for Algeciras, Spain. She has been sold to **Atlántida Cleaning & Repair In-Water S.L.** who are a diving company based in Algeciras, and will use the vessel to enhance the services they offer to ship owners. The vessel will retain her present name, but change to the Spanish flag. The vessel was purchased by **Marine & Towages Services Group** [formerly Torbay & Brixham Shipping Agents] in 1994 and has given loyal service, used primarily for transferring ships stores/spares, and diving support off Brixham as well as local towage along the UK South coast MTS will use one of their existing tugs/workboats from their fleet of 23 vessels to perform the duties that the **Bay Protector** used to offer on the South coast of the UK. **Photo : Jerry Carter - Marine & Towage Services Group Ltd ©**

BOEKBESPREKING

Door : Frank NEYTS

Vijf jaar zeilen in de schaduw van de maan

In de reeks '**Wereldzeilers Bibliotheek**' verscheen bij uitgeverij De Alk & Heijnen Watersport "**Vijf jaar zeilen in de schaduw van de maan**", geschreven door Ingrid Adriaans. De auteur had een droom. Ooit wilde ze een boot bouwen en daarmee een zeilzwervtocht rond de wereld maken. Haar droom maakte ze waar. Ze bouwde samen met haar man Marcel begin jaren negentig een stalen zeiljacht. In 1991 gooiden ze de trossen los en zeilden ze de horizon voorbij, het avontuur tegemoet....

Ze varen niet de 'platgetreden paden' langs de evenaar via het Panama-kanaal en het Suez-kanaal, maar kiezen vaak de minder voor de hand liggende bestemmingen. Via Kaap Hoorn en Paaseiland belanden ze in Nieuw-Zeeland, waar ze een half jaar over land rondtrekken. Na Indonesië en de Filipijnen is de bestemming Hong Kong en Japan. Ingrid schetst een prachtig beeld van de Japanse cultuur. Ze voelen zich eigenlijk maar 'barbaren' in Japan. Via Hawaï bereiken ze de westkust van Canada. In Vancouver wordt dochter Maartje geboren.

Via de Grote Meren (waarheen hun zeilboot per truck wordt overgebracht) bereiken ze de Atlantische Oceaan om de steven terug naar Nederland te richten. Dit is niet het eerste boek van een wereldreis per zeilboot, maar net als al die andere boeken weet Ingrid Adriaans de lezer mee te slepen in een boeiend verhaal. Na het lezen voelt de lezer zich als het ware medereiziger aan boord. Garantie voor een enkele uren leesplezier!

"Vijf jaar zeilen in de schaduw van de maan" (ISBN 978-90-5961-095-8) werd als softback uitgegeven en telt 304 pagina's. Het boek kost 16.90 euro. Aankopen kan via de boekhandel. In België wordt het verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com

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