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The MSC MELATILDE in Rotterdam-Europoort

Photo : Jan van der Klooster - <http://scheepvaarthoek.blogspot.nl/> ©

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EVENTS, INCIDENTS & OPERATIONS

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Besides commercial traffic in the [Port of Moerdijk](#), The Netherlands, a dockyard in the port is busy in building new yachts. Friday the 12th of July a 63 meter yachts with engines installed was launched for a Russian client. In the next 15 months the yacht will be finished in Makkum, The Netherlands. **Photo : Ruud Verhulst – Harbourmaster Moerdijk ©**

Swedish P&I Club Highlights on Officer Falling Asleep

The [Swedish P&I Club](#) publishes on a monthly basis a new "Monthly Safety Scenario" (MSS) to assist owners in their efforts of complying with regulation. Under the ISM requirement owners are obliged to carry out monthly safety meetings or safety committee meetings onboard their vessels. This obligation comes also from Code of "[Safe Working Practices for Merchant Seamen](#)", where it is stated that the safety committee should meet regularly: "3.13.2, The frequency of meetings will be determined by circumstances but as a general guideline, the committee should meet about every 4-6 weeks".

Swedish Club published Monthly Safety Scenario for July 2013.

Officer falling asleep

The container vessel had arrived at its penultimate port in Europe before proceeding to Asia. The vessel visited 5 ports in 6 days in Europe before proceeding to Asia. The vessel had been delayed at the previous port because of problems with a cargo crane. To make the scheduled berthing time at the next port the vessel had to increase speed. There was also a long pilotage at the next port.

The vessel departed around 2300 the previous evening and arrived at the next port around 1000 in the morning. The normal procedure was that the chief officer was awake during the cargo operation and also did the 4-8 watch. Usually the Master took the evening watch after the cargo operation. Unfortunately this was impossible because the vessel departed around 2300 from the previous port. The chief officer did his morning watch as the pilot came onboard early in the morning and after breakfast he prepared the cargo operation. During the cargo operation the master carried out administrative tasks.

Just before midnight the vessel departed for the final port and the chief officer went to bed to get some rest before his watch at 0400. The Chief Officer woke up at 0345 and was on the bridge just before 0400. The 2nd officer handed over the watch and told the chief officer there were no special orders, there was some traffic but nothing unusual and that he should call the pilot station at 0600 to make arrangements for an 0800 berthing.

Both radars were operational and the vessel had an electronic chart with the passage plan entered. Guard zones were not used on the radar but the electronic chart did have a cross track error alarm and radar overlay. The vessel's course was maintained by autopilot.

The chief officer did his normal checks of the navigational equipment after he had taken over the watch.

Visibility was good with calm winds, so the Chief Officer told the lookout that he could go and rest but should be available on the radio. Around 0430 the Chief Officer saw a fishing boat fleet that was about 6 M away and to stay clear of the fishing boats he made a small alteration to starboard and then sat down in one of the cockpit chairs.

The Chief Officer suddenly felt a lot of vibration and heard a monotone alarm. In shock he realised that he had fallen asleep and was now aground on a small island. The sound was from the cross track alarm on the electronic chart as the vessel was far from the planned course. The alarm had a low monotone signal and had not awoken the Chief Officer. Shortly after the vessel ran aground the master rushed into the bridge, found the Chief Officer in shock and reduced the engines to neutral. The master sounded the general alarm and gave the crew instructions and duties designed to establish the vessel's condition. In view of the Chief Officer's state of shock, the master insisted he remain on the bridge until the situation was stabilised. It was quickly confirmed by the crew that the vessel was held fast forward while her stern was in deep water. There was calm sea and the vessel was not believed to be in imminent danger. The master transmitted a 'Pan Pan' urgency call giving the vessel's circumstances that was received by the coastguard who deployed search and rescue assistance. After the initial crisis the master contacted the DPA (designated person ashore) informing him of the situation and he, in turn, liaised with all necessary parties who needed to be involved. **Source: The Swedish P&I Club.**

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The Bulk carrier **FU SHENG HAI**, which ran aground near Saeng-do Island (Korea), broke into two parts, on Jul 6. The forward section of the vessel, from the cargo hold No. 4, has completely sunk in a water depth of about 30 metres while the aft section of the vessel is still grounded at the site. **Nippon Salvage** is presently trying to salvage the aft section. Meanwhile, the wreck removal operation of the forward section has not been scheduled yet. **Source :** Lloyd's Sub-agents.

Dive and repair support workboats available for charter from the Hydrex headquarters in Antwerp



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ERASMUSGRACHT called at Grand Harbour Malta to unload boats – Photo : Malta Maritime Pilot Anthony Chetcuti ©

COSTA CONCORDIA TO BE PARBUCKLED AFTER THE SUMMER

The engineers of the **Titan-Micoperi** consortium confirm that the "parbuckling" of the **Concordia** can be completed by the end of summer 2013, at the beginning of September.

Today, the Chief Commissioner for the **Costa Concordia** shipwreck emergency, Prefect Franco Gabrielli, at the presence of Giglio Mayor Sergio Ortelli, has met the population of the island of Giglio together with the President of the Observatory, Maria Sargentini, Costa Crociere and Titan-Micoperi to provide an update on the Costa Concordia wreck removal progress and communicate the timing of the next phases of the project. Technical details will be presented to authorities for the needed approvals. The parbuckling will allow to check the currently submerged and, therefore, inaccessible side of the wreck, make repairs and, more generally, perform a technical assessment on the overall condition of the wreck in view of its refloating and subsequent transport.

At the end of such assessment, the timing of the following phases will be determined more accurately. Also, the parbuckling timing will not interfere with the tourist season. In the meantime, today at Giglio technicians are positioning the last of the six subsea platforms that will ensure the safety support of the wreck after its vertical rotation. The platform weighs about 1,000 tons, is 32 meters long and 22 meters high and is supported by 5 large pillars (over 1.5 meters in diameter) attached to the granite bottom at a depth of about 10 meters. The installation of high strength grout bags and mattresses, required to fill the gap between the two spurs of rock on which the wreck lies, is also in progress. Two of the eleven sponsons have already been positioned, welded and attached on the emerged side of the ship and will be used during the rotation phase. Before the parbuckling another 9 sponsons will be positioned.

The sponsons, built by Fincantieri, are made of steel and have a size of 10.5 x 11.5 meters, 20 or 30 meter high. After the parbuckling, another 4 sponsons will be installed to reach the total of 15. Following the parbuckling, another 15 sponsons will be installed on the starboard side of the wreck in a symmetrical position to those on the left side. The installation of the 30 sponsons will allow the refloating of the wreck. The **Concordia** wreck removal is a unique and extremely complex technical-engineering operation, a naval salvage operation like no other in history, involving the best international expertise and advanced technologies. Activities continue with about 500 workers and 30 vessels at work 24/7. Environmental protection is a priority in the removal operations. To date, there no damage has been

registered to the marine ecosystem outside the area of the construction site. In addition, on June 15, ARPA (Regional Agency for Environmental Protection of Tuscany) and ISPRA have highlighted that all samplings and analyses, conducted since January 2012, have not detected any critical issue. Even the sampling cycles carried out inside the ship are not a source of worry



The split hopper dredger **JAN LEEGHWATER** moored in Zulichem (The Netherlands) Photo : Klaas Touber ©



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Study Shows Nature of International Piracy Is Changing

The nature of international piracy is undergoing a dramatic change, according to a study recently released by three organizations: the International Maritime Bureau, Oceans Beyond Piracy and Maritime Piracy-Humanitarian Response.

The study shows that in 2012, for the first time in recent history, pirate attacks in the Gulf of Guinea surpassed those in the Gulf of Aden and the Western Indian Ocean. Policies enacted by the Somali government and an increased presence of international navies off the coast of Somalia have resulted in a striking reduction of pirate attacks of the

eastern coast of Africa. The number of such incidents dropped by 80 percent from 2011 to 2012. However, the news was not all good. Pirate attacks off the coast of western Africa tend to be more violent than those undertaken off the coast of Somalia. Moreover, while the number of pirate attacks dropped dramatically off the coast of Somalia, the success rate of those launched was substantially higher. There were other differences as well. Piracy off Africa's west coast is primarily aimed at capturing cargoes of refined oil, while off Somalia, the impetus is to secure hostages for ransom. The difference in motives means that west African pirates hold their captives for an average of four days; while Somali pirates, who engage in sensitive negotiations with shipping companies and host governments, keep civilian mariners for nearly a year. Members of the international maritime community are saying that the report will have important implications for the future. For example, "These statistics may also indicate that (Somali) pirates have learned to fire upon and attack only the most vulnerable vessels ... vessels that do not carry armed guards" or that don't take any other antipiracy measures. **Source: World Maritime News**

SALVISCOUNT TOWED ENSCO 56 FROM SINGAPORE TO JAKARTA



POSH SEMCO's 165 ton BP AHTS **SALVISCOUNT** towed last week the jack up rig **ENSCO 56** from Singapore Jurong to offshore Jakarta.

Photo : Capt Neil Johnston - Master Salviscount ©

Charterers Club E-Bulletin - Iran Sanctions

See the latest **Charterers Club** e-bulletin which provides commentary on the latest sanctions position in relation to Iran at : <http://www.exclusivelyforcharterers.com/docs/E-Bulletin%20July%202013%20-%20Sanctions.pdf>

Beijing taking protectionist shipping measures

State run newspaper China Daily reported plans by the government to protect domestic shipping lines from foreign competition that is deemed to be undercutting local firms. The primary enforcement tool will be intensified monitoring

of how foreign shipping firms set their rates, the official newspaper said quoting comments by a top transport official. Foreign lines will be subject to "market supervision" by regulators, the article suggested. Song Dexing, director of the water transport department under the Ministry of Transport, was quoted on the sidelines of a conference on Thursday saying the new system will be helpful if "foreign industrial giants" attempt to stage unfair competition. "If a company is suspected by other players to have slashed or raised rates maliciously when the market is volatile, we can launch an investigation against it to find out if there is unfair competition. I believe the shipping companies will act more cautiously when changing rates," he said. "Surely this is a case of the pot calling the kettle black," one Hong Kong shipping analyst told SinoShip News. "Everyone knows that in years past it has been the Chinese undercutting the market to gain market share." Other policies under consideration include the restructuring of shipping capacity, a special capital fund for easing out old vessels and reducing taxes for shipping lines. Source: Sino Ship News

Bestemming onbekend! Durf jij het aan?



Ben jij op zoek naar een avontuurlijke jongerenvakantie, heb je geen zin in bestemmingen zoals Lloret de Mar of Chersonissos? Vaar dan mee op zeilschip **Eendracht** naar een onbekende bestemming in binnen- of buitenland!

Onvergetelijke reis

In augustus organiseert de **Eendracht** drie zeilvakanties voor jongeren van 15 tot en met 25 jaar vanuit Scheveningen op een van de grootste zeilschepen van Nederland! In zeven dagen maak jij aan boord van het 60 meter lange zeilschip **Eendracht** een onvergetelijke reis met veel actie, gezelligheid en avontuur. Tijdens deze reis draai je samen met je leeftijdsgenoten mee in het wachtsysteem van vier uur op en acht uur af. Je leert zeilen, je staat achter het roer en vormt samen een echt team. Naast actief zeilen is er ook genoeg tijd om te relaxen aan dek en voor de meest gezellige themafeestjes aan boord. Je wordt één met de professionele vrijwillige crew, die je tijdens deze reis aan boord en op de wal begeleidt.



Een jongerenzeilvakantie van zeven dagen op de Eendracht kost € 450,- en is op basis van volpension. Drinkjes zijn voor eigen rekening.

- 3-8-2013 t/m 10-8-2013 vanuit Scheveningen
- 10-8-2013 t/m 17-8-2013 vanuit Scheveningen
- 17-8-2013 t/m 24-8-2013 vanuit Scheveningen naar Vlissingen

Kijk voor meer informatie op <http://www.eendracht.nl/zeilmee/4/jongeren>

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Creditors ask for liquidation of CSC Phoenix

The loss-making subsidiary of **Sinotrans & CSC**, **CSC Phoenix** announced that it has received letters from two creditors, Zhuhai Yamen Energy -Saving Products Co and Nantong Tianyi Ship Supply Co, notifying **CSC Phoenix** that they have applied with the Wuhan Intermediate People's Court to liquidate the company in order to seek repayments. **CSC Phoenix** owes Zhuhai Yamen and Nantong Tianyi RMB1.8m and RMB10.67m respectively. The company said it hasn't received any legal documents from the court yet.

In the meantime, the company also received a civil ruling from Wuhan Maritime Court that the court has decided to freeze RMB90m bank deposits or equivalent assets of **CSC Phoenix** and its subsidiary Changjiang Transport Technology Co on the request of creditor bank ICBC. Currently, the future of **CSC Phoenix** is still uncertain. According to a source, local government is now involved in the potential restructure of the company. The government and **CSC Phoenix** had a group discussion about solutions to stabilise the company. Trading of the company's shares has been suspended since July 5th. **CSC Phoenix** has reported a loss of RMB335m-360m in the first half of this year and it will face a stock suspension if it suffers losses again by the end of this year. **Source: Sino Ship News**



The **CTP CHARLIE** spotted off Tj Priok (Jakarta) Indonesia –Photo : Capt Neil Johnston – Master Salviscourt ©

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Shipping recovery on the horizon

Some are still asking the question. Others think they have the answer. But after five years in the doldrums, those on the inside are reluctant to call a turn in the notoriously cyclical shipping industry. Conditions have, however, improved enough to cause a ripple of excitement in some quarters, and we think with some justification. "There are indications that market sentiment is starting to improve," admits Johnny Plumbe, executive chairman at shipbroker ACM Shipping (ACMG). "The worst is over." Mark Williams, research director at Braemar Seascope, agrees. "Nobody is feeling

irrational exuberance," he says, "but there are grounds for some cautious optimism for 2014." And Clarkson's (CKN) top number cruncher Jeff Woyda told us recently there was "light at the end of the tunnel." But, as Mr Williams says, none are getting carried away. Several themes at play since the credit crunch are still washing through the system. Huge numbers of ships ordered during the boom years were still being built and hitting the seven seas as the west began navigating a series of damaging recessions. Freight rates and ship values plummeted, credit dried-up and high profile bankruptcies followed. Calling the turn is also made more difficult by the sheer complexity of the shipping industry, with myriad variables such as vessel size, age, range, cargo and sea route that affect freight rates. "You can't put everything in the same box," warns Mr Plumbe. That said, the market for refined product tankers shipping gasoline and diesel has improved and the outlook for Very Large Gas Carriers is "relatively positive." Rates for huge Capesize bulk carriers have firmed, too.

Rates on rising tide London-based shipbrokers like [Clarkson, Braemar Shipping \(BMS\)](#) and [ACM](#) generate lots of cash, but freight rates determine how much money they make. Arranging a charter typically earns them 1.25 per cent commission, so when rates rise, commission and profits do, too. All three companies have kept growing broking volumes, but low rates have hit both the top and bottom line.

Of course, there are worries that the US Federal Reserve will soon begin withdrawing its economic stimulus. Less dynamic growth in China and the threat of a credit crunch there are concerns as well. Moreover, shipping capacity is still outstripping demand. But a quick glance at the Baltic Dry Index (BDI), a tracker of freight rates for vessels carrying dry bulk like iron ore, coal, grain and cement, offers some encouragement. The index is up about 60 per cent this year at an 18-month high, driven in part by restocking of iron ore and coal by China. Yes, there have been false dawns since the index's six-month plunge from near 12,000 to below 700 in 2008. But the positives are slowly stacking up. Australia, for one, predicts iron ore exports will jump by 14 per cent over the next 12 months. Both thermal and coking coal should rise, too.

Engine room of growth

That's hardly surprising. China has held off buying iron ore and coal from the Aussies, knowing that prices will fall further when the Fed turns off the taps. So there's latent demand and there will be further restocking by Beijing, probably from the end of the third quarter, reckons Mr Williams. What's more, a strong dollar, to which the Chinese renminbi is still effectively pegged, makes their imports "doubly cheaper" and could "turbo-charge" demand.

A booming shale gas industry has also had a big impact. The abundance of cheap gas in the US means less coal is being burnt there which, instead, is being shipped to Europe where expensive oil is keeping the price of natural gas high - a kind of "hydrocarbons arbitrage." High oil prices will only fuel this trend, and there's no incentive for Europeans to stop burning coal either since its carbon emissions trading scheme collapsed. That bodes well for rates and the BDI given the transatlantic route makes up about a quarter of the index.

This year's peak shipping seasons are generating further optimism, too. We're hearing prospects for the grain season for dry bulk in both the northern and southern hemispheres look good right now. While, for container ships - which depend on the health of the western consumer - freight rates have held-up well, so new big ships are being brought in. High demand ahead of the winter fuel-burning months always causes a fourth quarter peak in oil transport, and cold winters are always good for business.

Balancing act

There's also more evidence that the global fleet is beginning to rebalance. Less tonnage is being delivered and more ships are being scrapped earlier than historic norms. "It's already hard to trade 15-year-old ships," says Mr Plumbe. Estimates already point to dry bulk fleet growth slowing to low single digits in 2014 - a decade low - while tanker fleet growth is now at its lowest since the early noughties.

Yet ship orders have risen, mostly for tankers carrying refined products. That's driven largely by a shift in the global refining market from Europe and east coast of America to the Middle East and Asia where facilities are built for export. Clearly, owners think there'll be more demand for shipping when these new ships come on stream from late 2014.

A second-hand vessel will cost you a little more as well. Ships over 15-years old are just scrap value plus whatever cash flow it can generate in the last years of its life. But prices have risen over the past few months or so, says Mr Williams. "That's possibly an indication that buyers anticipate the freight market will rise, too, and that ships will throw off more cash flow in future."

But having fallen so far, ships are still as cheap as they've been since the mid-1980s and both ship owners and investors wanting to play the asset cycle are licking their lips. Traditional European shipping banks may be out of the game, but the Greek families aren't and they generally get it right. Having sold out at the top of the cycle they have begun buying back in. A stronger US currency, which inflates valuations for dollar-denominated assets, adds to the attraction.

IC VIEW:

There's a growing sense that the shipping cycle is reaching a turning point and, when it does, the sector will flourish. That, however, is unlikely to happen for at least another year. Until then, there's little the ship owners can do. But brokers can make a difference by growing volumes to compensate for historically low rates. They can also develop other parts of the business that are less dependent on the ebb and flow of volatile freight rates. Braemar and ACM generate lots of cash, too, which underpins healthy dividend yields of about 6 per cent for the patient investor.

Source: Investors Chronicle

First RNLI Shannon lifeboat launched in Poole

The first of the RNLI's latest class of lifeboat has been named on the Dorset coast. Shannon craft are the smallest and lightest in the RNLI's fleet and capable of 25 knots. The new £2m boat was named after former RNLI chairman Sir Jock Slater and his wife at a ceremony at the RNLI's Poole base. The vessels will go into service at lifeboat stations around the British Isles.



More than 50 new **Shannon class** lifeboats are set to be built within the next 10 years to replace many of the Mersey and Tyne class boats. The first craft was built in Lymington, Hampshire, with future production due to move to a new purpose-built lifeboat factory in Poole. The **Shannon class** of vessels are powered by water jets rather than propellers, allowing them to operate in shallow waters and be launched and recovered from beaches. The RNLI said the craft were "inherently self-righting in the event of

capsize and will be able to cope with the roughest of conditions Source : BBC



The **HAVILA BORG** in Ijmuiden – Photo : Joop Marechal ©



NAVY NEWS



First landing of a **NH90 helicopter** on Netherlands OPV **ZEELAND** Thursday July 11th. **ZEELAND** is approaching the end of an extensive testing period of the integrated mast module (IMM). She will start her workup period at the end of August to be fully operational in December 2013. **Photo : Giel van Hoorn ©**

Greek submarine hits ancient pier in Crete

A Greek submarine last week Wednesday crashed into an ancient pier on the island of Crete, once home to the Bronze Age Minoans who are regarded as Europe's first advanced civilisation, the navy said. The submarine hit the ancient pier while trying to avoid ship traffic in shallow waters in the Bay of Souda, where a NATO base is also located. "There were no injuries among the crew and no damage to the submarine," the navy statement said, adding that the vessel had been rerouted for inspection after the accident. It did not say how badly the pier was damaged. Sprawling palaces built by the Minoans -- a maritime superpower of their era -- still stand on the Mediterranean island where they lived from around 3000 BC. **Source : Global Post**



The LHA 6 BON HOMME RICHARD moored at Brisbane – Photo : John Wilson ©

Major new submarine museum planned for River Clyde

A MULTI-million pound museum to create the biggest -memorial in the world to more than 5,300 Commonwealth sailors killed in the line of duty, and honour Scotland's role in the -development of submarine technology, is planned for the banks of the River Clyde.

Award-winning architect -Gareth Hoskins, who designed the £47 million National Museum of Scotland redevelopment, the Culloden Battlefield Memorial Centre and the Bridge Arts Centre, has been asked to draw up plans for the new £6m building overlooking the Firth of Clyde at Helensburgh. Funding for the proposed Scottish Submarine Centre is being sought from a consortium of private and public bodies with organisers claiming to have secured pledges of more than £1m so far.

An application for £240,000 is due to go before the Scottish Regional Armed Forces Community Covenant Awards Board for approval later this month. The Community Covenant grant scheme was launched by the Ministry of Defence in August last year. It offers funding of £30m over four years to UK projects which strengthen ties between serving and former military personnel with their communities. The proposed Submarine Centre will be the only one of its kind in Scotland. Already, the Royal Navy Museum has agreed to donate an X51-class submarine as a centrepiece of the state-of-the-art digital museum to act as a memorial to submariners from around the world.

The midget submarine is a direct descendant of the X-class subs whose crews trained in the Firth of Clyde during the -Second World War to develop the techniques needed to attack enemy shipping in the narrow fjords of Norway. The X51, improved on the wartime midget submarines, was first unveiled in 1954 on the Gareloch in the Firth of Clyde. Capable of carrying a crew of five, the miniature subs were used for a variety of roles. However, the history of submarines and the Clyde is much longer. It is hoped the new facility will open by the end of 2016 in time for the 100th anniversary of the K13 disaster. Thirty-two people died when the steam-driven submarine failed during sea trials in the Gareloch near Helensburgh on 29 January, 1917 within sight of the location proposed for the new museum and memorial. Brian Keating, a Helensburgh-based businessman who is driving the project, said: "Helensburgh and the Clyde have been associated with the submarine service for more than 100 years. A lot of work was done here to pioneer the technology.

"The Clyde has also played a major role as a home to submarines on active duty. Many of the most famous and daring -missions carried out during the Second World War either began here or were in some way connected with the Clyde.

"We want to create a world-class museum which celebrates the marine engineering heritage of the Clyde shipbuilders involved in the development of submarines and serves as a memorial to the brave men from all over the Commonwealth who served in the -'silent service'." Architect Hoskins, a native of Helensburgh, was recently awarded a series of top awards. Source : Scotsman



The newly commissioned Indian frigate **INS Trikand** arrived at Portsmouth on 12th July 2013. She was built in Russia at the **Yantar Shipyard** in Kaliningrad. She is the third of the Talwar Class of Guided missile Frigates built as a follow up to the first batch of **Talwar class** frigates. She was commissioned in Kaliningrad on 29th June 2013, having been laid down on 11th June 2008. **Photo : Chris Brooks - www.ShipFoto.co.uk ©**

Navy's First Mobile Landing Platform Departs San Diego

USNS Montford Point (MLP 1) departs San Diego for Naval Station Everett, Wash. Montford Point is the Navy's



first mobile landing platform, delivered to the Navy in San Diego May 14 and expected to be fully operational in fiscal year 2015. The ship, crewed by 33 contract mariners working for a company under charter to Military Sealift Command, will perform system tests during the voyage to its temporary layberth. Montford Point is scheduled for final contract trials in September, with its core capability set installed later this year.

The Navy's second MLP, **John Glenn**, had its keel laid in December, with completion and delivery expected in March 2014.

The MLP class of modular, flexible ships belongs to MSC's Maritime Prepositioning Force as a mobile sea-base option that provides our Navy fleet with critical afloat capability supporting

the flexible deployment of forces and supplies. Contract mariners will operate and navigate the MLP ships on behalf of the Navy and Marine Corps. "**Montford Point** will provide the key link – 'the pier in the ocean' – that will permit the military to engage in true seabasing sustainment of equipment and supplies to our troops ashore, from beyond the horizon," said Mike Touma, assistant engineering officer in MSC's Prepositioning Program.

Designed to increase inter-theater agility, the MLP is ready to support our warfighters wherever and whenever needed. MLP is a highly flexible ship class that provides logistics movement from sea to shore supporting a broad range of military operations.

Leveraging float-on/float-off technology and a reconfigurable mission deck to maximize capability, the MLP provides a seagoing pier when access to on-shore bases and support are unavailable. The platform includes add-on modules that support a vehicle staging area, vehicle transfer ramp, large mooring fenders and up to three Landing Craft, Air Cushioned vessel lanes to enhance its core requirements. Notably, the MLP can operate up to 25 miles from shore and

transfer equipment at sea with 1.25-meter waves and when its mission deck is removed, it can serve as a semi-submersible platform, offering salvage and point-to-point capabilities as well.

Military Sealift Command operates approximately 110 noncombatant, U.S. Navy civilian-crewed ships that replenish U.S. Navy ships, conduct specialized missions, strategically preposition combat cargo at sea around the world, and move military cargo and supplies used by deployed U.S. forces and coalition partner

U.S. Navy ships in Red Sea move close to Egypt as precaution

Two U.S. Navy ships patrolling in the Middle East moved closer to Egypt's Red Sea coast in recent days, the top Marine Corps general said on Thursday, in what appeared to be a precautionary move after the military overthrow of President Mohamed Mursi. The United States often sends Navy vessels close to countries in turmoil in case it needs to protect or evacuate U.S. citizens or take part in humanitarian assistance. Their presence does not necessarily mean the United States is preparing to carry out military action. "Egypt is (in) a crisis right now," Marine Corps Commandant General James Amos told the Center for Strategic and International Studies think tank. "When that happens, what we owe the senior leadership of our nation are some options," Amos said. He did not say what the options were.

U.S. Navy and Marine Corp officials said the two ships, part of a three-ship amphibious readiness group, had been in the region since May, patrolling the Red Sea, Horn of Africa, the Gulf and the Arabian Sea, and that there were no new orders to prepare for a possible conflict in Egypt.

Washington has walked a careful line, neither welcoming Mursi's removal last week nor denouncing it as a "coup." U.S. defense officials on Wednesday said they still planned to send four F-16 fighter jets to the Egyptian government as planned in coming weeks. Amos said the **USS San Antonio**, an amphibious transport dock, and the **USS Kearsarge**, an amphibious assault ship, had moved further north in the Red Sea two or three nights ago to better respond if needed. U.S. Marine Corps officials said moving amphibious ships closer to shore would enable easier movement of helicopters and other equipment, if it were needed. "Why? Because we don't know what's going to happen," he said. Navy officials said the third ship in the group, the **USS Carter Hall**, remained off the coast of Bahrain in the Gulf.

Source : Reuters

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IHC Merwede to deliver new FPSO offloading systems

IHC Merwede has announced that it has signed two new contracts for the EPC (engineering, procurement and construction) delivery of offloading system packages for five FPSO vessels (floating production storage and offloading), the Company said on Wednesday. The first of these packages will be placed on to one of MODEC's FPSO vessels under its lease agreement with Petrobras. The others have been ordered for the conversion of four additional FPSO vessels for Petrobras by the Brazilian offshore shipbuilding company, Estaleiro Enseada do Paraguaçu SA (EEP).

Each FPSO offloading system package will be supplied by **IHC Merwede's Offshore division** and consist of the following extensive range of advanced equipment:

- two offloading hose reel assemblies;
- two tandem mooring systems;
- one emergency offloading station;
- two hydraulic systems;
- and other ancillary equipment.

All five FPSO vessels will be capable of processing around 150,000 barrels of oil per day. They will each have a total storage capacity of around 1.6 million barrels and be moored in deepwater fields located in the Santos Basin, off the coast of Brazil. The new **IHC Merwede**-supplied systems will allow the FPSOs to offload approximately one million barrels of oil to shuttle tankers within a 24-hour period.

IHC Merwede is the global market leader for efficient dredging and mining vessels and equipment and a supplier of custom-built ships and supplies for offshore construction. IHC Merwede has in-house expertise for engineering and manufacturing innovative vessels and advanced equipment, as well as providing life-cycle support. The company's broad customer base includes dredging operators, oil and gas corporations, offshore contractors and government authorities.

IHC Merwede has over 3,000 employees based at various locations in The Netherlands, Brazil, China, Croatia, France, India, Malaysia, the Middle East, Nigeria, Singapore, Slovakia, South Africa, the United Kingdom and the United States.

Moscow Shipyard launches second personnel workboat of project 21770 Katran for RF Navy

On July 11, 2013, **Moscow Shipbuilding & Repair Yard** launched the second personnel workboat of **project 21770 Katran (No 093)**, the shipyard says in its release. In a month, upon completion of mooring and sea trials, the boat will be delivered to the customer – SC "Zvyozdochka" OJSC for Russian Navy. The project of the series was developed by JSC Almaz Central Design Bureau.



Katran-class boats are used for maintaining everyday activities of a mother ship anchored off harbor or at naval base. Dimensions of the boat make possible to transport her by sea, road, railway, or air. Such boat can be piloted in all navigable waters inland. Boat's main characteristics: LOA - 9.12 m, beam – 3.32m, draft - 0.67 m, max. speed - 32 knots, range - 100 miles, endurance – 1 day, crew - 2 persons, main propulsion plant – two 232-kW engines.



09-07-2013 : The **SEVEN WAVES** moored on the outfitting quay of the **IHC MERWEDE** yard Krimpen a/d IJssel Netherlands **Photo : Joost Roeland ©**

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Bird's eye view of the port of Labuan - **Photo : Capt Jelle de Vries ©**

Wan Hai adds ports to 'New Super 3'

Wan Hai Lines is about to boost its Straits - Japan '**New Super 3'** service (#905) with the addition of four ports and the deployment of an additional vessel to maintain to weekly frequency of the service, despite the extended turnaround time.

Sailing from Tokyo on 23 July, the 2,646 teu **WAN HAI 313** will make inaugural calls at Osaka on 27 July, Keelung on 30 July, Pasir Gudang on 8 August and Singapore on 11 August.

The expanded rotation reads: Tokyo, Yokohama, Nagoya, Osaka, Kobe, Keelung, Hong Kong, Shekou (Shenzhen), Port Kelang, Pasir Gudang, Singapore, Hong Kong, Tokyo. The service will deploy four sisters of the '**Wan Hai 310'** series.

In parallel, Wan Hai will also modify its Japan - Taiwan - Indonesia 'JTS' service (#887) with the removal of the Pasir Gudang call (last to be visited on 2 August) and the addition of a Taichung call (first to be visited on 15 August).

The addition of Pasir Gudang to the 'NS3' will thus allow the carrier to maintain the unique link between the Malaysian port and Japan. **Source : Linervision**

Robert Allan Ltd. design a new Generation of High Endurance Self Righting Lifeboats for Canadian Coast Guard

Robert Allan Ltd. has completed the design of a new generation of more capable High Endurance Self-righting Search & Rescue Lifeboats for the Canadian Coast Guard. This new design was developed from the successful similar vessels known as the "Severn" Class operated by the Royal National Lifeboat Institution (RNLI) of the United Kingdom. The new



Canadian design is larger with a greater range than the RNLI vessel and has been specifically designed to handle the worst weather encountered year around in the waters off

Newfoundland and Nova Scotia. The new design is also for construction in aluminium rather than FRP as are the Severn Class. Construction of 10 vessels of this Class is being considered by the Coast Guard to replace existing Arun Class vessels, which are reaching the end of their service life. The High Endurance Search and Rescue Lifeboats will provide greatly enhanced speed, range and weather operability to the Coast Guard enhancing their capability to perform Search and Rescue Missions.

This is the fifth new design **Robert Allan Ltd.** has completed for the Canadian Coast Guard since 2010. Two different designs of new Inshore Science vessels and new Pollution Response vessels have already been delivered and placed in service. In total, 33 new vessels of these designs have already joined the Coast Guard fleet.

In addition, the design of the three new **Offshore Fisheries Science Vessels (OFSV)** was developed and delivered under a Joint Venture relationship between **Robert Allan Ltd.** and **Alion Science & Technology of Alexandria VA** and Ottawa. These latter vessels will be the first new ships built under the National Shipbuilding Procurement Strategy and will be constructed by **Seaspan Shipyards** in North Vancouver. The new Search & Rescue Lifeboats are self-righting and capable of safe operation in extreme weather up to Beaufort Force 12 conditions and are able to survive in 12 meter seas. The vessel's particulars are as follows:

Length overall - 19.0 metres

Length DWL	-	17.5	metres
Beam, moulded	-	6.3	metres
Depth, moulded, at midship	-	2.58	metres
Hull draft, nominal	-	1.67	metres
Power	-	2,400	kW
Speed	-	23.5	kts

The hull has a central skeg, and aft propeller tunnels, developing into flared, knuckled bow sections with double spray chines forward. The vessel is fitted with an elevated stern deck for towing operations, reduced freeboard amidships for recovering survivors from the water, and generous amounts of sheer and camber forward. A large well-appointed enclosed bridge amidships provides maximum visibility and protection for the crew and enables the vessel to self-right in all loading conditions. A survivor space is located forward below decks, and the machinery space is aft. A bow thruster is fitted forward for enhanced manoeuvrability. Normal vessel complement is a crew of four. Seating is provided for an additional two supernumeraries such as medical personnel, two survivors (on stretchers) and up to twelve survivors (seated). In support of the vessel's secondary missions including Aids to Navigation, Environmental Response, Maritime Security, DFO Science, DFO Fisheries and Aquaculture Management and other Government Activities the vessel will occasionally be used to transport up to sixteen (16) supernumeraries in addition to the vessel's crew. The vessel has been designed to meet or exceed all requirements of Lloyds Register Rules and Regulations for the Classification of Special Service Craft, July 2012 for compliance with the following Notations:

- 100A1 SSC, MONO, HSC, G3, PMR
- Descriptive Notes: Coast Guard Service, Rescue Craft
- Structure designed to G6 Service Area notation (unrestricted service)

Robert Allan Ltd. utilized extensive finite element analysis of the hull and deckhouse structure in order to minimize aluminum weight to the maximum extent possible to achieve the vessel's performance objectives. Extensive computational fluid dynamics (CFD) simulations were also conducted to model and demonstrate the vessel performance for the Coast Guard prior to construction. These studies included optimizing vessel resistance with the use of interceptors and propulsion studies including cavitation and assessments of sea keeping performance.

Typical of all Robert Allan Ltd. designs, significant noise and vibration reduction measures have been implemented throughout, including resiliently mounted main engines, gearboxes, exhaust silencer systems, ventilation intake air silencers, sound dampening deck treatments, and insulation measures. For more information on this Class of SAR Lifeboat, or any other high-performance vessel designs developed by **Robert Allan Ltd.**, please contact design@ral.ca.



The **JO SPRUCE** in Busan Port (Korea) – Photo : Elmer Fillekes ©

Gabon's New Cargo Documentation Regulations

Club correspondents **Eltvedt & O'Sullivan**, Marseille have advised the Club of the introduction of new regulatory requirements covering the export of goods to Gabon. The new system commenced on 5 July 2013 and exporters have been granted a 12 week period of grace in which to comply. However, as from 1 October 2013 all goods shipped to Gabon will need to comply with the requirements of the Gabonese Conformity Assessment Programme (PROGEC). The purpose of the new programme is to ensure that goods destined for Gabon meet applicable international, national and

regional standards in order to protect the environment of Gabon and the safety and health of its citizens. Certain goods are excluded (<http://www.westpandi.com/Documents/News/PROGEC%20Exempt%20Products.pdf>) from PROGEC requirements.

Exporters sending non-excluded goods to Gabon will be required to obtain a Certificate of Conformity (CoC) for all consignments arriving in Gabon on or after the 1 October 2013. Intertek has been appointed to provide the Certificates of Conformity on behalf of the Gabonese Authorities. In order to obtain a CoC, exporters must complete a Request for Certification and submit it along with supporting documentation to the regional Intertek office (<http://www.westpandi.com/Documents/News/Intertek%20Regional%20PROGEC%20Offices.pdf>) with responsibility for the exporting country at their own expense.

In order for Customs clearance to be granted, an original CoC will be required for each consignment of goods destined for Gabon for presenting to the Customs authorities. If an original CoC cannot be produced for a particular shipment, there may be long delays coupled with financial penalties. In such an event the goods may be ordered back to their country of origin. Members accepting cargoes for Gabon are therefore advised to obtain confirmation from the exporters that they are familiar with the new regulations and will comply with them.

For further details on PROGEC, please see Intertek's Exporter and Importer Guidelines (http://www.intertek.com/uploadedFiles/Intertek/Divisions/Oil_Chemical_and_Agri/Media/pdfs/GabonFullExporterGuidelines.pdf) and Intertek's webpage: Certificate of Conformity for Exports to Gabon (<http://www.intertek.com/government/certificate-of-conformity-for-exports-to-gabon/>)

Source: WoE.



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MSC PRAGUE arriving at Lyttelton to exchange containers on the MSC service to Asia. Photo : Alan Calvert ©

Odfjell Terminals signs Site Reservation Protocol

Odfjell Terminals Europe and **Grand Port Maritime du Havre (GPMH)** have signed a Site Reservation Protocol for a plot of land in the Port of Le Havre to develop a bulk liquid terminal, said in the company's press release.

The planned terminal will be located inside the Port of Le Havre along the Grand Canal Maritime and the plot is approximately 31.5 hectares. Hervé Martel, Chairman of GPMH Management Board, states: "signing today the Site Reservation Protocol with Odfjell Terminals Europe is a significant stage for the GPMH, not only because it closes the phase of call for projects launched in 2011 in order to boost bulk liquid storage activity in its port and industrial zone, but also because the interest of this major player in bulk liquid transport and storage meets that of the GPMH, of the industries of the river Seine artery and beyond ; it will thus contribute to strengthen their attractiveness and competitiveness". The first phase will consist of at least 150,000 cbm for storage of petrochemical and petroleum-related products. Construction is currently expected to start in 2015 and the terminal is foreseen to open in 2nd half 2017. The total investment for the first phase is estimated to be about EUR 150 – 200 million.

HAROPA – Port of Le Havre is one of Europe's largest ports, strategically located by the entrance to River Seine. The port is a deepwater port able to accommodate all types of sea-going vessels. Le Havre is an important industrial port with a local chemical cluster, which is a part of the Seine Valley industrial complex till Paris and its region. The industrial and port zone of Le Havre and Rouen is indeed the second biggest in Europe in terms of industrial setting-up in chemistry and petro-chemistry. Traffic of Port of Le Havre was 64 million tons in 2012 (36.7 for liquid bulk).

According to Jan A. Hammer, President/CEO in Odfjell SE: "this site reservation is another important step for expanding and growing our terminal business in Europe. When the terminal is built, we can offer our customers storage capacities in the most important shipping hubs for petrochemicals and other speciality bulk liquids in Europe with presence in Rotterdam, Antwerp and Le Havre. This will strengthen our position of being a preferred and leading liquid chemical storage provider. In the coming months, customer requirements will be fine-tuned and basic engineering will be started before permit applications will be submitted and Odfjell and GPMH make a final decision to proceed". **Source : PortNews**

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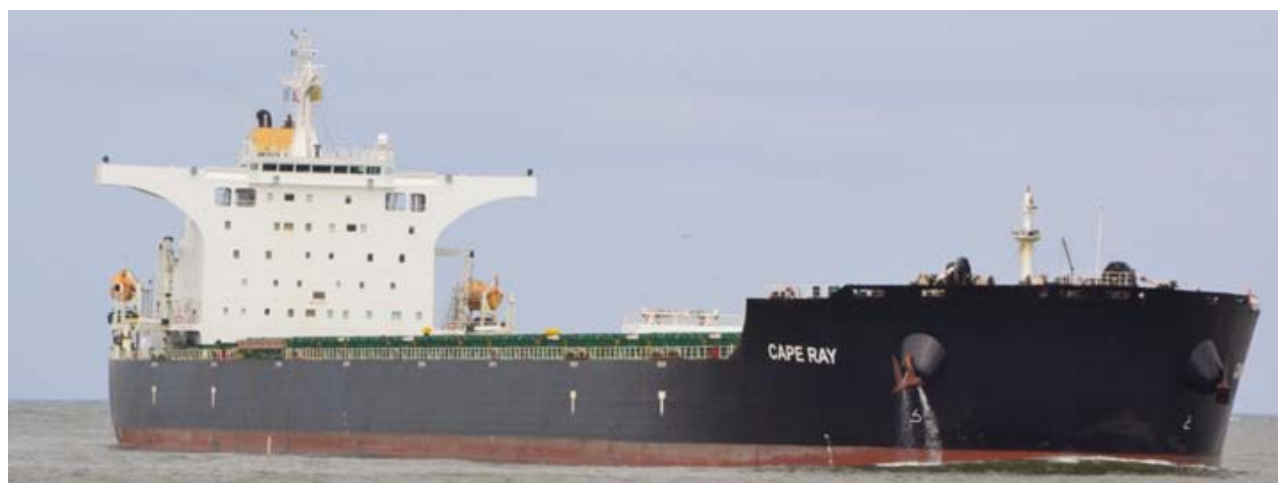
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The **CAPE RAY** arriving in Rotterdam Europoort – **Photo : Harry van den Berg ©**

Carrier trio to open new WAF service

UASC, Hanjin and Evergreen are set to add a second WAF service to their offer.

UASC, Hanjin and Evergreen are to expand their portfolio of WAF services with a second link between the Gibraltar Straits and West Africa. As anticipated, the three shipping lines are set to open an additional Algeciras to West Africa service, to be branded 'WAF2' (#2855), with each of the partners to deploy one vessel.

The new service will add to the existing 'WAF' loop (#178) of the same carrier trio. While both services call at Algeciras, where they connect to mainline ships, and at Lagos, the established 'WAF' then focuses on Ghana (Tema) and the Ivory Coast (Abidjan), while the new 'WAF2' will focus on Benin (Cotonou) and Togo (Lome).

The 'WAF2' will start on 19 July with a first sailing of the 2,442 teu **EMS TRADER**, recently chartered by Hanjin. UASC has chartered the 1,740 teu **HANSA LIMBURG**, and Evergreen has yet to nominate its tonnage.

The service will turn in four weeks and offer fixed day sailings with one blank sailing every four weeks and has the following rotation: Algeciras, Lagos (Tincan), Cotonou, Lome, Algeciras.

With a fleet in the 1,700+ teu size range, the new 'WAF2' will deploy much smaller vessels than the 'WAF' which is maintained with four ships in the 3,400 to 3,600 teu range. Of note, the 'WAF' and 'WAF2' are direct competitors to MOL's 'ARS' (#1811) which calls at the same West African ports of Lagos (Tincan), Cotonou, Lome and Abidjan. MOL however chose to serve all ports with only one loop and the carrier consolidated the West Africa services 'AR3' and 'ARS' into an upgraded 'ARS' at the beginning of May. **Source : Linervision**

MULTRATUG LATEST ARRIVED IN TERNEUZEN

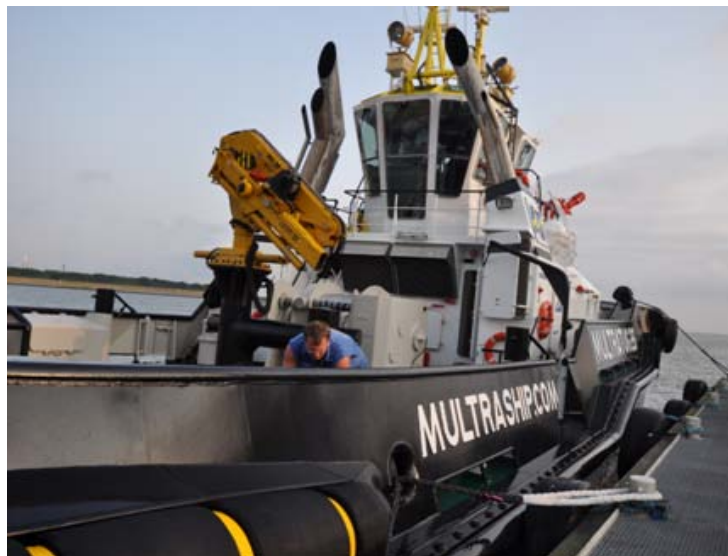


Photo top left : Alain Doods – www.tugspotters.com

Photo right top : Adri van der Wege ©

Last Saturday the latest fleet addition for **Multraship**, the **Damen ASD 2810 MULTRATUG 26** arrived in Terneuzen, the tug is built by **Damen shipyards** in Galati (Rumania) www.multraship.com

Boskalis sells stake in Archirodon for USD 190 million

Royal Boskalis Westminster N.V. (Boskalis) successfully completed the sale of its 40% stake in **Archirodon Group N.V.** The possible sale had already been announced in November 2012 after Boskalis was approached by the

party in question from the Middle East. The equity interest was partly sold to this party and partly to the existing 60% co-shareholder, said in the company's press release.

Boskalis received a cash sum of USD 190 million for its 40% stake, resulting in a book gain of several tens of millions of euros. The Archirodon activities and results will be deconsolidated with effect from the third quarter 2013. The book result will be recognized in the results for the second half of the year.

Archirodon operates as a maritime contractor mainly in the Middle East and North Africa. The sale is in line with Boskalis' strategic focus following the company's recent expansion through SMIT and Dockwise.

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EUGEN MAERSK drops Baltic Sea leg to catch up delay



Cargo fire onboard the **EUGEN MAERSK** off Djibouti - Photo : Ruud Bimmel ©

Maersk Line has decided to drop this week's Baltic Sea leg (Bremerhaven, Gdansk, Aarhus, Goteborg, Bremerhaven) of its AE10 (#4) Asia-Europe service and feeder all eastbound containers originating from the Baltic Sea area and scheduled to be loaded onto the **EUGEN MAERSK** via the European Northern Range instead.

For this purpose, Maersk Line has chartered the 4,112 teu panamax **SANTA ROBERTA** from the German non-operating owner Claus-Peter Offen for a Baltic Sea round trip.

The rationale behind this move is to allow the heavily delayed **EUGEN MAERSK** to get back on schedule. The ship had suffered an onboard cargo fire in the Arabian Sea some weeks ago and had to divert to Djibouti for inspection. While the damage was later found to be limited, the diversion has delayed the jumbo vessel by almost one week.

The **SANTA ROBERTA** picked up cargo at Aarhus and Goteburg and carried it to the German Port of Wilhelmshaven, where the Eurogate group runs the Jade-Weser-Port, a new greenfield container terminal that has not been well received by the market so far and which lies almost unused. The **EUGEN MAERSK** will make an ad-hoc call at Wilhelmshaven to load the feedered cargo, allowing the ship to skip the Baltic appendix of its present round trip.

Westbound cargo onboard the **EUGEN MAERSK**, destined for the Baltic Sea, is expected to be carried onboard the regular AE10 voyage of **EVELYN MAERSK**, with transhipment at Bremerhaven. Since **EVELYN MAERSK** is traveling on schedule, she follows very shortly after the delayed **EUGEN MAERSK**. Source : Linervision



The **VICTORIA HARBOUR** inbound for Melbourne – Photo : Dale E.Crisp ©

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BOEKBESPREKING

Door : Frank NEYTS

"Prince of Denmark"

Bij Whittles Publishing verscheen onlangs een interessant boekje onder de titel **"Kirkcudbright's 'Prince of Denmark' and her voyages in the South Seas"**. Het werd geschreven door David R Collin. Het boek biedt het verhaal van een buitengewoon lange en interessante loopbaan van een kleine Schotse schoener, hoofdzakelijk actief in het zuidelijk halfrond. In die loopbaan, die zowat 74 jaar duurde, ontmoette het vaartuig heel wat persoonlijkheden zoals daar zijn visionaire kolonisten, walvisvaarders, Maoris, botanisten, missionarissen, kanibalen, veroordeelden, aristocraten, ontdekkingsreizigers en zeelui van een groot aantal verschillende nationaliteiten. Ze worden in het boek levendig beschreven. Daarbij werd gebruik gemaakt van de bestaande logboeken van het schip en van bemannings- en passagierslijsten. De schoener werd in 1789 in Kirkcudbright, Schotland, gebouwd en verging in 1863 ter hoogte van het Eiland Chesterfield in de Stille Oceaan.

Een fascinerend verhaal !

"Kirkcudbright's Price of Denmark" (ISBN 978-184995-088-6) werd als softback uitgegeven en telt 214 pagina's. Het boek kost £19.99. Aankopen kan via de boekhandel of rechtstreeks bij de uitgeverij Whittles Publishing, Dunbeath, Caithness, Scotland, UK. Tel. +44 (0) 1593.731.333, Fax. +44(0) 1593.731.400, e-mail: info@whittlespublishing.com .

.... PHOTO OF THE DAY



KOTUG's **SD SPARTA** operating in Rotterdam-Europoort
Photo : Jan van der Klooster - <http://scheepvaarthoek.blogspot.nl/> ©

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