



Number 221 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Friday 09-08-2013**

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



croon
TBI techniek

Electrical systems
Automation
Electrical drives systems
System integration

in f You Tube

Meet us on the following exhibitions:
Sept. 25 - 28, Monaco Yacht Show - Monaco
Oct. 15 - 16, Offshore energy 2013 - Amsterdam
Nov. 5 - 8, Europort 2013 - Rotterdam

design · build · maintenance croon.nl/en





The brandnew OOCL CHONGQING departing from Rotterdam-Europoort after her maiden call

Photo : Teun Put ©

**Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
PLEASE SEND ALL PHOTOS / ARTICLES TO :**

newsclippings@gmail.com

If you don't like to receive this bulletin anymore :

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

EVENTS, INCIDENTS & OPERATIONS

Worldwide Emergency Response Solutions



Salvage
OPA 90 Coverage
Firefighting
Wreck Removal
Underwater Ship Repairs
Oil Spill Response

24 Hour Response:
+1 713 534 0700

www.ttsalvage.com
info@ttsalvage.com



The **PREGOL HAV** seen discharging a cargo of grain in Kirkcaldy Harbour for Robert Hutchinson Flour Mills. The narrow entrance to harbour can also be seen in the foreground, the lock gates no longer operate and the harbour is now tidal. - **Photo : Iain Forsyth ©**

Britain warns shipping companies over Yemen risk

Britain has issued the highest possible security alert to British shipping companies operating off the coast of Yemen, an expert said on Tuesday, amid a worldwide terror alert focused on the country.

Britain has issued the highest possible security alert to British shipping companies operating off the coast of Yemen, an expert said on Tuesday, amid a worldwide terror alert focused on the country.

Neil Roberts, a senior insurance underwriter at Lloyd's Market Association, said the Department for Transport had issued a "level three" warning about Yemen on Monday. Under the International Ship and Port Facility Security (ISPS) code, level three is "exceptional", suggesting a "probable or imminent risk of a security incident". Insurers have listed Yemen as a high-risk area for at least the last five years, requiring shipping companies to alert their underwriters before they head to the country. But Roberts said that the government advice suggested a more pressing threat. "They have put it at security level three, which is unusual," he told AFP.

"This is a wake-up call for British shipowners that the risk has increased significantly." The Department of Transport refused to confirm the threat level, saying only that it was kept under "constant review". A spokeswoman said: "The department applies a system of worldwide security levels for UK flagged shipping in accordance with the ISPS code.

"These security levels take account of concerns such as the current situation in Yemen. Companies operating vessels under a UK flag are informed promptly of any changes to the security levels. "The levels in place, and the security measures required to be implemented at each level, are kept under constant review." Britain said on Tuesday that it had withdrawn all staff from its embassy in Yemen, after the United States ordered its citizens to leave the country following concerns of an Al-Qaeda attack. Source : Channel News Asia / AFP/nd



The 2010 built ATG flag offshore tug/supply vessel **UOS FREEDOM** towing the semi-submersible oil rig **TRANSOCEAN ALMIRANTE** from offshore Egypt to **Palumbo Malta Shipyard Ltd** on Wednesday 7th August, 2013. Photo : Capt. Lawrence Dalli - www.maltashipphotos.com ©

 <p>البواردي للهندسة البحرية (ش.ذ.م.م.) ALBWARDY Marine Engineering L.L.C. Joint Venture Partner of DAMEN Shipyards Group <i>Trust Built on Expertise...</i></p>	<ul style="list-style-type: none">■ SHIP DRY-DOCKING■ AFLOAT REPAIRS■ SHIP BUILDING■ DIVING SERVICES■ SPECIALIST SERVICES <hr/> <p><i>UNITED ARAB EMIRATES</i></p> <hr/> <p>Web : www.albwardymarine.com Email: sales@albwardymarine.com</p>
---	--

Coscol takes delivery of heavy-lifter **DA KANG** (29,840 dwt)

The China Coso Group's breakbulk, multipurpose and heavy lift specialist Coscol has taken delivery of the 29,840 dwt multipurpose vessel **DA KANG**. The ship is the second unit in a series of eight heavy-lifters that Coscol ordered in November 2010 at the Nantong Ocean Ship Engineering Company and at Shanghai Shipyard. Coscol's new **DA KANG** follows the series' lead ship **DA AN**, delivered in May.

The 179.50m long and 28.00m wide ship is fitted with two 350 (metric) ton cranes and one 100 ton crane. The larger two of the three can work in tandem to lift loads of up to 700 tons. With a flush full-width cargo deck and a largest hold of over 50m in length, the ships are particularly well suited to carry bulky items such as for example propeller blades and pylons for wind turbines. A forward-positioned accommodation block and bridge furthermore gives additional shelter for deck loads in adverse weather conditions. The ships have a nominal container intake of about 1,500 teu. They are however not designed to carry containers in the first place. Their container capacity is hence purely notional. All six remaining units of the type are all scheduled to come on stream before the end of this year.

Coscol meanwhile however extended its multipurpose ship pipeline with new orders. Last month, the Chinese shipping line signed contracts for four 36,000 teu units at the Nantong Ocean Ship Engineering Company. These ships are scheduled for delivery between September 2015 and May 2016. Source : Linervision

president wants WWII submarine lifted from seabed



Ukrainian President Viktor Yanukovich has given Presidential Chief of Staff Serhiy Liovochkin and Prime Minister Mykola Azarov until September 15 to consider the possibility of lifting the Soviet-era submarine **Shch-216**, which sank in the northwestern part of the Black Sea during World War II. Source : Kyiv Post

LOOKING FOR EX-CREWMEMBERS OF MOTOR TUG "JOHANN"



On October 4th this year it will be exactly 100 years ago that the tug, then named **Marianne** was launched at the Bodewes shipyard in



Martenshoek, in the northern part of Holland. She was launched as a steamtug and sailed most of her lifetime under German flag. Later she was renamed **Jason**, **Gebr.Cohrs 3** and in 1959 as **JOHANN**. In 1959 the steam engine was replaced by a Deutz RV6M545 dieselmotor. She sailed commercially until 2005, mostly in the Hamburg region. In 2006 she was bought by two tug enthusiasts and renamed "**Alphecca**" with port of registration Rotterdam. In 2011 she was recognized as a sailing heritage craft. For her 100th birthday we are looking for stories and photographs from people who sailed the **JOHANN** during her commercial life. If anyone has information please contact dick@alphecca.nl We will appreciate any reaction.

WE PROVIDE **SAFETY AND SUPPORT** AT SEA

www.svitzer.com

24h Emergency Response: +31 255 562 666

SVITZER

Warship Gives Maersk 'Triple-E' Safe Passage



The Dutch Frigate '**HNLMS Van Speijk**', part of NATO's counter-piracy **Operation Ocean Shield**, ensured the safe passage of the '**Maersk McKinney Moller**' on maiden transit through the Gulf of Aden. The 400-metre long, 165,000 ton commercial ship is on its maiden voyage from Asia to Europe. NATO's counter-piracy efforts, in conjunction with other maritime forces operating in the region, help ensure the free flow of commercial trade through the Gulf of Aden and

Indian Ocean. The **Van Speijk**, is one of three ships currently part of the Alliance's counter-piracy mission. The ships maintain a high level of vigilance off the Horn of Africa, despite the fact that the last successful pirate attack happened more than a year ago. The NATO operation is currently being led by Norwegian Commodore Henning Amundsen. The other two ships in the mission include the **HNOMS Fridtjof Nansen** and the **USS De Wert** which joined the operation on 2 August 2013. Source : MarineLink Photo's : Capt. Jes Meinertz ©

ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?

PLEASE VISIT THE WEBSITE :

WWW.MAASMONDMARITIME.COM

AND REGISTER FOR FREE !



The **ABIS BORDEAUX** outbound from Rotterdam – Photo : Krijn Hamelink ©

Newbuilding orders still on a high note, as summer lull fast approaching

The fast approaching summer vacation period for most Far East ship yards has meant that more and more ship owners are looking to close out deals they have had on the works for the past few weeks. As a result, newbuilding ordering activity -- although limited -- has still been quite high, given the circumstances. According to the latest weekly report from shipbroker **Golden Destiny**, newbuilding orders over the past week stood at 96 vessels with a total deadweight of 5,532,193 tons, with 70 of the transactions reported at an undisclosed contract price. Thus, the invested capital revealed is about \$1,78bn for 26 new orders. (42 bulkers, 4 tankers, 5 gas tankers, 8 liners, 17 containers, 1 car carrier and 19 special projects). Newbuilding activity over the past week was up by 68%, while compared to the similar week of 2012, the increase was a whopping 540%. "The largest volume of newbuilding activity is reported in the bulk carrier, container and special project segment with 42, 17 and 19 new orders respectively. The accelerated newbuilding activity of this week is mainly attributed to the significant volume of business for bulk carriers due to uncovered activity in Japanese yards. Bulk carriers held 44% share of this week's volume of new orders, containers 18% share and special projects 20% share, while tankers only 4% share. At similar week in 2012, 15 fresh orders had been reported with the largest volume of newbuilding activity in the tanker segment with 8 new orders, zero reported levels in the bulk carrier segment, 4 in the container and 2 in the special project.

Compared with previous week's levels, a large increase of 100% in the volume of new orders is recorded in the liner segment (8 new orders from 4 last week), in the container segment- 86% increase (17 new orders from 9 last week) and 50% in the bulk carrier segment (42 new orders from 28 last week). In terms of invested capital, a hefty amount of money is invested in the bulk carrier segment, but it could not be estimated with accuracy as the newbuilding cost has not been revealed for 34 of the 42 total new orders. A large volume of capital is also invested in the container segment – 49% share, more than \$867mil due to large placement of new orders for the construction of five boxships of 14,000 TEU from Seaspan of Canada and 2 boxships of 9,000TEU from a joint venture between Costamare of Greece and York Capital of US.

Asian shipping players emerged strong this week in the volume of new contracts for bulk carriers with a total of 18 new orders (10 from Chinese, 5 from Japanese, 2 from South Korean and 1 cement carrier from Indonesian)", Golden Destiny reported.

More specifically, in the dry bulk market, Golden Destiny reported 42 new orders, up 50% week-on-week, zero reported new orders at similar week in July 2012. (20 new orders reported at Chinese and 22 at Japan). The largest volume of newbuilding activity is reported in the kamsarmax and ultramax segment – 7 and 13 new orders respectively.

- **VLOC** – 4 new orders: 2 new orders of 250,000dwt from Shandong Shipping of China at China's Qingdao Beihai for about \$58mil each as option exercised, under long timecharter to BHP Billiton, Australia and 2 new orders of 250,000dwt from Henghou Shipping of China at China's Guangzhou Longxue for about \$57-\$57mil each.
- **Capesize** – 4 new orders: 2 new orders 206,000dwt and 2 new orders 180,600 dwt from undisclosed investors at Japan's Koyo Shipyard for an undisclosed contract price.

- **Post Panamax** – 2 new orders: 89,000dwt from an undisclosed investor at Namura Shipbuilding for an undisclosed contract price.
- **Kamsarmax**- 7 new orders: 1 new order of 82,191dwt vessel from Kambara Kisean of Japan at China's Tsuneishi Zhoushan for an undisclosed contract price. 2 new orders of 82,191dwt vessels from Mitsubishi Corp of Japan at Tsuneishi Zhoushan for an undisclosed contract price. 2 new orders of 82,000dwt vessels from SK Shipping of South Korea at China's Jiangsu Yangzijiang for about \$33,3mil each. 2 new orders of 80,706dwt from an undisclosed investor at Japan Marine United for an undisclosed contract price.
- **Panamax** – 2 new orders: 76,500dwt from an undisclosed investor at Imabari Shipbuilding of Japan for an undisclosed contract price.
- **Ultramax**- 15 new orders: 2 new orders of 64,000dwt vessels from Haihong Shipping of China at Guangzhou Huangpu Shipbuilding for about \$25-\$26mil each. 2 new orders of 64,000dwt vessels from Lomar Shipping of Greece at China's Cosco Zhoushan for an undisclosed contract price. 4 new orders of 64,000dwt vessels from Monoceros Shipping Pte Ltd, subsidiary of China's Centrans Shipping Management at China's Jiangsu New Yangzijiang for an undisclosed contract price. 1 new orders of 63,000dwt vessel from Paragon Shipping of Greece at China's Sinopacific Yangzhou Dayang for an undisclosed contract price. 2 new orders of 61,494dwt vessels from an undisclosed investor at Japan's Shin Kasado Dockyard. 2 new orders of 60,000dwt vessels from an undisclosed investor at Japan's Marine United and 2 new orders of 60,000dwt vessels from Marubeni Corp of Japan at Onomichi yard for an undisclosed contract price .
- **Supramax**- 3 new orders: 2 new orders of 58,470dwt vessels from Mykonos Shipping Co. of Greece at China's Tsuneishi Zhoushan for an undisclosed contract price and 1 new order from an undisclosed investor at Imabari Shipbuilding of Japan for an undisclosed contract price.
- **Handysize**- 4 new orders: 2 new orders of 28,050dwt vessels from an undisclosed investor at Japan's Imabari Shipbuilding for an undisclosed contract price and 2 new orders of 16,190dwt from an undisclosed investor at Japan's Shin Kochi yard.
- **Small – Cement**: 1 new order of 9,100dwt vessel from PT Indobaruna Bulk Transport of Indonesia at Japan's Fukuoka Shipyard for an undisclosed contract price.

In a separate report, Clarkson Hellas noted that "in the container market there are a number of orders to reports in the larger sizes, starting with Seaspan declaring options for a further five 14,000 TEU container carriers at HHI. These vessels, which take the series to a total of ten vessels, and understood to be due for delivery in 2015 with pricing in the region USD 110 Mill each. Although thought to have been signed in June this year, it has come to light this week that a joint venture between Costamare and York Capital have contracted two firm 9,000 TEU container carriers at Hanjin Subic, with delivery of both vessels in the second half of 2015. Understood to be based on a wide beam post panamax design, pricing is in the region USD 80 Mill per vessel. A number of orders to report in the gas market, with Teekay LNG declaring the third and fourth options in a series of 173,400 CBM LNG carriers at DSME, both for delivery in 2016. Although pricing remains undisclosed, it is understood that this includes an additional four options, which if declared would be due for delivery in 2017. Also declaring their options at Hanjin Subic for two further 38,500 CBM LPG carriers are Exmar LPG. This makes up the fifth and sixth in the series, with delivery of both vessels due in 2017", Clarkson Hellas concluded. **Source: Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **MSC MELISSA** approaching Rotterdam-Europoort – **Photo : Ria Maat ©**



CASHMAN EQUIPMENT CORP

MARINE EQUIPMENT RENTAL & SALES

A global company with fleets of vessels and marine equipment positioned around the world. ABS/Inland Barges (40'x10'x5' to 400'x120'x25')
• Tugs (10TBP to 100TBP) Cranes (Up to 600 Ton Lifting Capacity)

Offices Worldwide
North America and Europe: +1-225-216-7694 | Mexico, Central and South America: +52 938 381 4534
Asia Pacific/Singapore: +65 6221 8711 | Middle East: +971 504 638 925 | Africa: +237 7854 1809

www.4barges.com



The **MAERSK OHIO** at Maaspilot station with onboard Rotterdam pilot **Roel Sprong** – Photo : **Luuk Silvius** ©

Family of man lost at sea backs cruise ship bill

Family members of a former Greenwich resident who died under suspicious circumstances on a Royal Caribbean ship are supporting a new bill co-sponsored by U.S. Sen. Richard Blumenthal to increase transparency and accountability aboard cruise liners. George Allen Smith IV's body was never recovered after he fell from his balcony into the Mediterranean Sea at the age of 26. But the gritty details of the mystery -- bloodstains on the ship's exterior, Smith's new wife Jennifer Hagel-Smith passed out in a ship corridor, the group of young men he was with the night he vanished -- captured national headlines in 2005. In the eight years since George Smith's disappearance, his family has been mired in the murky legal world of crime aboard cruise ships, which have a large degree of autonomy once in international waters. Despite internal investigations by Royal Caribbean and extensive litigation from the Smith family against the cruise line, Hagel-Smith

and others, no one was ever charged in the disappearance. "For over eight years, we have fought in every way possible to find out who murdered George and bring his perpetrator(s) to justice," reads a letter sent recently to

Blumenthal and signed by Smith's parents, George and Maureen, and his sister, Bree. "We have encountered nothing but obstacles from both Royal Caribbean and those individuals last seen with George on the cruise ship."

Now, Blumenthal's bill, The Cruise Ship Passenger Protection Act of 2013, co-sponsored with U.S. Sen. Jay Rockefeller (D-W.Va.), seeks to strip back the secrecy surrounding crime at sea that has long hampered the investigation into Smith's death. In the wake of more high-profile problems aboard major cruise liners, Blumenthal said the time for action was long overdue. If passed, the bill would require all information on crimes alleged aboard cruise liners to be available to the public, among other stipulations to increase consumer protection and the federal government's ability to investigate passenger complaints.

"For passengers, taking a cruise shouldn't mean they're taken for a ride," he said. Smith's death was one of the most prominent "nightmares" and "horror stories" on deck that motivated Sen. Blumenthal, who resides in Greenwich, to co-sponsor the bill. "It illustrated for me how our passengers and their families are (not only) vulnerable to crimes aboard the ship, but also the vagaries and the severely problematic issues that arise when investigative work is done on injuries or fatalities." The Smiths lauded Blumenthal's efforts, seeing it as an essential step forward following The Cruise Vessel Safety and Security Act of 2010, which was proposed with similar aims but weakened by last-minute wording changes. "The cruise industry has spiraled out of control," wrote the Smiths, "and only increased regulation and effective oversight will be a counter to its lawlessness."

The family has also written to U.S. Sen. Chris Murphy and U.S. Rep. Jim Himes urging them to support the bill, though Bree Smith said they have yet to respond. A string of accidents aboard cruise liners over the past year and a half -- including the 2012 crash and evacuation of the Costa Concordia off the coast of Italy and the days-long ordeal passengers suffered aboard a powerless Carnival cruise ship this winter -- has pushed issues of safety and accountability aboard the massive ships into the national limelight, led to drops in consumer confidence and caused some cruise lines to offer discounts to boost occupancy. Bree Smith on Monday said that these high-profile cases could be the spark needed to get tougher legislation passed. "We're hopeful that with the publicity that's been generated with the Costa Concordia and the problems with the Carnival Cruises, Washington is finally waking up," she said.

But The Cruise Ship Passenger Protection Act is far from a done deal: Powerful groups lobbying on behalf of the cruise industry may hamper progress on the bill, as they have previous efforts. "I'm going to fight as hard as I can to make sure the bill is effective as possible," said Blumenthal, "There are special interests that oppose this measure, including members of the cruise lines that have powerful allies in the Congress. We'll have to be vigilant and vigorous in pursuing this legislation." Bree Smith, said she believes that despite efforts to kill the bill, citizens are on their side. "Unfortunately we're dealing with a very powerful industry with a very powerful lobby," she said, "but if people work together, this can be a David and Goliath kind of fight." **Source : Greenwich Time**



HAL's **PRINSENDAM** moored at the Veemkade in Amsterdam. **Photo : Skeyes www.skeyesphoto.com ©**

Simplicity in safety

avoid accidents: keep cables and hoses out of harms way during a turnaround. Cablesafe® makes it easy to suspend cables, wires and hoses. By clearing up the workfloor the number of tripping accidents is reduced. **That's safety.**



MORE INFORMATION: WESTMARK, +31.33.4614844, INFO@CABLESAFE.COM www.cablesafe.com

PATENT: 1023932



CABLESAFE®



ISKES tug **GINGER** enroute with the pontoon **Aarsleff Bilfinger Berger JV** enroute the Bijleveldhaven in Vlissingen. **Photo : Huib Lievense ©**

Hapag-Lloyd reports a profit in the second quarter



The **DUBLIN EXPRESS** outbound from Rotterdam – **Photo : Monique Davis-Mulder ©**

Hapag-Lloyd returned to profitability in the second quarter of the current financial year, reporting a Group profit of EUR 20.9 million for the months April to June 2013 (Q2 2012: EUR -7.3 million). The operating result of EUR 66.7 million was more than twice as high as last year's figure of EUR 30.8 million. EBITDA also improved significantly by 45% to EUR 147.8 million. Although intense competition led to unsatisfactory rate levels, substantial cost cuts and a slight drop in the bunker consumption price were the main factors behind the positive net result. Bunker costs in the second quarter averaged USD 622/tonne, which was below last year's figure (USD 694/tonne). However, the bunker

price is currently still more than three times the level seen at the start of 2009, when it was approximately USD 200/tonne.

The intense competition in the second quarter meant that, unlike last year, it was almost impossible to implement announced rate increases on the market. As a result, the average freight rate of USD 1,499/TEU was down on last year's figure (USD 1,594/TEU). The transport volume, on the other hand, rose by 2.3% to 1.39 million TEU (previous year: 1.36 million TEU). Revenue came to EUR 1.706 billion, compared with EUR 1.794 billion in the same quarter last year. "Rate increases are indispensable in order for liner shipping companies to return to a sound earnings situation. While we managed to implement small rate increases at the start of July, it is still not enough. Further rate increases have been announced", said Michael Behrendt, Chairman of the Executive Board of Hapag-Lloyd.

Revenue in the first half of 2013 was largely stable at EUR 3.358 billion (previous year: EUR 3.395 billion). The average freight rate was disappointing with USD 1,522/TEU for the first six months, which was USD 17 below last year's already unsatisfactory level. The transport volume rose by 1.2% to more than 2.7 million TEU in the first half of the year.



The **BONN EXPRESS** at the Westerschelde – Photo : Walter de Groot ©

Hapag-Lloyd's EBITDA came to EUR 171.8 million overall in the first six months, considerably outstripping last year's figure (EUR 80.9 million). The positive operating result of EUR 13.5 million was also substantially higher than last year (EUR -68.7 million). Due to the usual seasonal weakness of liner shipping in the first quarter, the Group net result for the first six months overall came to EUR -72.7 million (previous year: EUR -139.7 million). Investments of EUR 463.6 million were made in the first half, with most of the funds going towards ships and containers. Long-term financing has already been secured for the vessels on order and all the investments in containers which have been made and are planned. Equity of EUR 3.1 billion and an equity ratio of approximately 44% (as at 30 June) clearly illustrate that Hapag-Lloyd's financial structure remains sound. Hapag-Lloyd is striving for a positive operating result for the full year 2013. Source: Hapag-Lloyd

Robert Allan Ltd. and Rotor®tug: the best of both worlds.



Robert Allan Ltd

www.ral.ca



Your Rotor®tug



**ROTOR
TUG**

www.rotortug.com



The new drill ship **PACIFIC KHAMBIN** of **Pacific Drilling** doing sea trials. The drill vessel is built at the **Samsung ship yard** in South Korea. Photo : Kees Batist O/B Pacific Khambin ©

Iran bolsters oil tanker fleet as sanctions noose tightens

Iran has taken delivery of several new oil tankers in recent weeks as it relies more on its own fleet capacity to help sustain crude export shipments in the face of western sanctions.

Existing U.S. and EU measures have already reduced Iran's oil exports by more than half from pre-sanction levels of about 2.2 million barrels per day (bpd), costing the Islamic Republic billions of dollars in lost revenue a month. Foreign shipping companies, fearing a loss of western business, have refused to do business with Iran, putting the onus on its main tanker operator, NITC.

Data from publisher IHS Maritime shows that four supertankers, each with a maximum carrying capacity of 2 million barrels, joined NITC's fleet between May and the end of July. Another three entered service with NITC earlier this year. "Iran needs those ships, especially as there are so few owners now who want to be seen transporting Iranian oil," said an oil tanker market source, who confirmed the deliveries. "Having more tankers gives Iran more flexibility to store oil at sea and trade. They need to keep their oil fields running and get cargoes out somehow." NITC officials did not respond to requests for comment.

All the vessels were part of a \$1.2 billion order agreed in 2009 with two Chinese shipyards for 12 new supertankers.

The latest additions boost NITC's supertanker fleet to 37 vessels with a maximum carrying capacity of 64 million barrels. It also has 14 small crude oil tankers with another 12.5 million barrels in capacity. "NITC has had to operate in a parallel world to stay ahead of the heat they face. It must be getting harder logistically for them to manage their shipment schedules," another tanker market source said. NITC is blacklisted by the West and has used various tactics to dodge attention including changing the names of its tankers and their flags as well as carrying out ship-to-ship oil transfers onto non-Iranian vessels to conceal sales, trade and maritime intelligence sources say. China remains Iran's top oil client. Sanctions have pushed other buyers to reduce contract volumes, which could leave Iran with surplus crude. IHS Maritime estimated that at least eight to 10 NITC supertankers are storing Iranian oil at the moment, broadly unchanged since May. Up to another six tankers could also be providing storage, it said. "Some of the tankers have switched their AIS trackers off for a long period, so they are effectively lost from being tracked," said Richard Hurley, a senior analyst at IHS Maritime.

NEW SANCTIONS THREAT

The tankers are located at anchorages adjacent to key oil terminals, "which is useful for storage", he said. "We are seeing the core of that fleet being there for two to three months and some of them for even longer." Other shipping sources gave estimates that 10 to 13 Iranian VLCCs are being used for floating storage. NITC also has been hit by sanctions on ship insurance, which could limit any benefit from increasing its fleet. Tehran recently offered to underwrite insurance for vessels - amounting to \$1 billion per incident - to keep oil exports to India flowing. But European industry sources say it is unclear how the Iranians could pay any claims, because sanctions prevent banks from channelling cash out of the country. "\$1 billion is not something that you can get at that quickly," said Hugo Wynn-Williams, chairman of leading transport insurance group Thomas Miller. "I remain sceptical." Last week the U.S. House of Representatives passed a bill that would cut Iran's oil exports by another 1 million barrels per day over a year to nearly zero. The bill still must pass the Senate and be signed by President Barack Obama to become law. "Additional sanctions on Iranian oil would force Iran to place even greater reliance both on its domestic fleet and financial industry including insuring its own tankers," said Mehdi Varzi, a former official at the state-run National Iranian Oil Co, who now runs an energy consultancy in the UK. "Iran is surviving rather than thriving." **Source: Reuters**

PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER, YOUR ADDRESS WILL BE "DEACTIVATED" AUTOMATICALLY IF THE MAIL IS BOUNCED BACK TO OUR SERVER
If this happens to you please send me a mail at newsclippings@gmail.com to reactivate your address again, please do not write this in the guestbook because I am not checking this guest book daily.

Vessel requirements for new Panamax: Panama Canal Authority Advisory to Shipping

The **Panama Canal Authority (ACP)** reminds that vessels arriving at Canal waters, whether for docking or transiting the Panama Canal, must comply with vessel requirements, as stated in the Maritime Regulations for the Operation of the Panama Canal and OP's Notice to Shipping No. N-1-2013 (Rev 1), "Vessel Requirements." The purpose of this Advisory is to inform the shipping community of the definitions and requirements applicable to all vessels intending to transit the Panama Canal's new locks.

Definitions

Tropical Fresh Water (TFW): Tropical Fresh Water of Gatun Lake, density 0.9954 tons/m³ at 29.4°C. (Note: Transition to fresh water frequently alters trim of large vessels by the head)

Panamax: All Supers that comply with the size and draft limitations of the actual locks; namely, 294.13 meters in length by 32.31 meters in beam by 12.04 meters TFW draft.

Panamax Plus: All Panamax vessels authorized for TFW drafts greater than 12.04 meters and approved for transit of the new locks

New Panamax: All vessels with dimensions greater than Panamax or Panamax Plus that comply with the size and draft limitations of the new locks; namely, 366 meters in length by 49 meters in beam by 15.2 meters TFW draft.

Safe Working Load (SWL): The SWL should not exceed 80 Percent of the design load

Maximum Length : The maximum length overall including bulbous bow for commercial or non-commercial vessels acceptable for regular transit is 366 meters. Vessels transiting the Canal for the first time, whether newly-constructed or newly-modified, are subject to inspection and prior review and approval of vessel plans. Vessels not receiving advance approval and/or not in compliance with Canal requirements may experience delays or denial of transit

The maximum length for integrated tug-barge (ITB) combination acceptable for regular transit is 366 meters overall, including the tug. A tug-barge combination must transit together as one unit with the tug supplying propelling power.

The maximum aggregate overall length for non-self-propelled vessels acceptable for transit is 305 meters, including accompanying tugs. Accompanying tugs must lock through with the non-self-propelled vessel. One time only transits that exceed these limitations may be permitted on a case-by-case basis with prior approval of the Executive Manager for Transit Operations, and subject to requirements listed in Section 2.k(9), of the OP's Notice to Shipping No. N-1-2013 (Rev 1), "Vessel Requirements."

Maximum Beam

The maximum beam for commercial or non-commercial vessels and the integrated tug-barge combination acceptable for regular transit is 49 meters, measured at the outer surface of the shell plate, including all protruding structures below the top of the lock walls.

The maximum beam for non-self-propelled vessels, other than integrated tug-barge combinations, acceptable for transit is 36.5 meters. One time transit of wider vessels may be permitted with prior approval of the Executive Manager for Transit Operations, and subject to requirements listed in Section 2.k(9), of the OP's Notice to Shipping No. N-1-2013(Rev 1), "Vessel Requirements"

Vessels that carry cargo within 2.5 centimeters or less of the extreme beam must have approved provisions, such as rubbing bands to protect the cargo, should the vessel rest alongside the wall while in the chamber. The maximum beam of 49 meters must not be exceeded by the cargo protection method.

Protrusions

Anything that extends beyond a vessel's hull, except for the main anchors, shall be considered a protrusion and subject to all applicable regulations and limitations.

The ACP is not responsible for damages to protrusions, whether permanent or temporary.

Vessels with protrusions may be permitted to transit provided that such protrusions will not interfere with the safe transit of the vessel or present a hazard to Canal structures and appurtenances, as determined by the Executive Manager for Transit Operations. Before transit is permitted, the master of the vessel will be required to complete a form "Undertaking to Release and Indemnify" to exonerate and indemnify the ACP from liability in case of an accident or damages sustained to or as a result of these protrusions.

Vessels with permanent protrusions must, prior to proceeding to the Canal, furnish detailed information regarding the protrusion(s), including plans and request authorization for transit. Advance information will minimize the possibility of delays or denial of transit. For detailed information, contact the Executive Manager for Transit Operations.

Draft

The maximum permissible draft for Canal transits has been set at 15.2 meters. Tropical Fresh Water (TFW) at a Gatun Lake level of 25.91meters or higher. Gatun Lake density is 0.9954 tons /m³ at 29.4 °C. This provides a safe navigational margin of at least 1.52 meters over critical elevations in the navigational channels and a clearance over the lock sills of 3.05 meters.

Construction, Number, and Location of Chocks and Bitts

The mooring requirements, as stated in Section 8.a of OP's Notice to Shipping No. N-1-2013 (Rev 1), "Vessel Requirements," will remain unchanged for Panamax vessels. For the Panamax Plus and New Panamax vessels, the mooring requirements will be as stated in Section 8.a except as required herein. Namely, the chocks and bitts will be used by ACP tugs assisting vessels through the new locks, as well as for mooring vessels inside the locks. All chocks for the Panamax Plus and New Panamax vessels shall be double chocks and shall have a throat opening area of not less than 900 square centimeters (preferred dimensions are 355 millimeters x 255 millimeters) and shall be capable of withstanding a SWL of 90 tons (883kN) in towing operations and a minimum SWL of 64 tons (628 kN) in mooring operations from any direction, in accordance with Section 8.a (5), of the OP's Notice to Shipping No. N-1-2013 (Rev 1), "Vessel Requirements." **Source: Panama Canal Authority**

CASUALTY REPORTING



Four dead, four missing in French Polynesia shipping accident

At least four people have died after a Chinese fishing vessel was about to sink in stormy seas about 50 kilometres off Rapa in the south of French Polynesia. Four others are reported missing. The French high commission says a rescue aircraft was dispatched after the ship, the [Zun Yang 26](#), reported trouble.

It says the plane dropped floats which were meant to be accessed from the sinking ship. However, nine of the 14 crew on board dived into the sea, with only one being saved but suffering from hypothermia. The remaining five were lifted off the stricken vessel by a helicopter and taken to Rapa. The exact cause of the disaster is not known but the area had experienced strong winds, which on Rapa ripped off roofs. **Source : Radio New Zealand International**

KINAI SATU AGROUND NEAR BUFFALLO BAY (SOUTH AFRICA)



the [MV KINAI SATU](#), which ran aground close to Buffalo Bay in South Africa yesterday after having experienced engine problems! All 18 crewmembers were safely taken off the vessel. Salvage operation is in progress and the tug [SMIT AMANDLA](#) is on her way to location.

NAVY NEWS

“INS Vikramaditya will serve Navy for 30 years”



For all the debates over its price, utility and delay in induction, aircraft carrier [INS Vikramaditya](#) is sure to serve the Navy for at least 30 years, says a senior technical officer of the Navy. “The entry of the [Vikramaditya](#) marks a paradigm shift, as it heralds a new era in carrier operations in the Indian Navy. The way it has been rebuilt and

equipped with advanced systems and machinery will ensure that it plods on for another 30 to 40 years," Rear Admiral S. Madhusudan, Admiral Superintendent of the Naval Ship Repair Yard (NSRY) in Kochi, told The Hindu.

Rear Admiral Madhusudan headed the Navy's inspection group that monitored the conversion of derelict Russian carrier **Admiral Gorshkov** into the **Vikramaditya** at Russia's Sevmash Shipyard. "It is not a question of the hull alone. Its air component, electronic suites and other equipment are all state-of-the-art," he said, but declined to comment on reports about the carrier bracing for induction without a close-in-weapons system (CIWS) or missile defence. "Yes, there are certain issues there," was how he put it. (While the long-range surface-to-air missile — LR-SAM a.k.a Barak 8 — jointly developed by India and Israel is unlikely to be ready for induction in the next couple of years, delay in the development of the missile has already derailed commissioning of the **Kolkata-class** destroyers — the AK-630 CIWS is slated for integration aboard the **Vikramaditya** in a year or so.)



Rear Admiral Madhusudan is elated about the forthcoming launch of India's first indigenous aircraft carrier that will carry the legacy of India's first carrier, **INS Vikrant** by taking on the name. "**INS Vikrant** is a name that stands out. No other Indian warship has enjoyed the status it had, both in terms of combat proficiency and its reflection of the nation's history," said the Rear Admiral, who had served aboard the **Vikrant** and was part of the commissioning crew of **INS Viraat**.

Navy to scrap submarine Miami

In a move that will sadden and anger many submariners, the Navy has concluded the cost to repair the nuclear attack submarine severely damaged last year by an arsonist, is more than it can afford in an era where repair and maintenance funds are being slashed by mandated budget cuts. "The decision to inactivate Miami is a difficult one, taken after hard analysis and not made lightly," Rear Adm. Rick Breckenridge, the Navy's director of undersea warfare at the Pentagon, said in a statement released Tuesday evening.

"We will lose the five deployments that **MIAMI** would have provided over the remaining ten years of her planned service life, but in exchange for avoiding the cost of repairs, we will open up funds to support other vital maintenance efforts, improving the wholeness and readiness of the fleet."

The Navy last year estimated that repairs to the Los Angeles-class submarine would cost at least \$450 million, and at least \$94 million has been spent to plan the repair work. But after what a Navy official termed a "comprehensive damage assessment" conducted over the past year, the estimated repair costs have risen dramatically. "The increased cost estimate and scope means that without \$390 million in additional funding in fiscal 2014, funding the repairs would require cancellation of dozens of remaining availabilities on surface ships and submarines," Breckenridge said in the statement.

He noted that the cost would compound pressures from sequestration in 2014. "The Navy and the nation simply cannot afford to weaken other fleet readiness in the way that would be required to afford repairs to Miami," Breckenridge said. A key factor in the heightened cost estimate, the Navy official said, was the effect of "environmentally-assisted cracking" in the steel piping and fasteners used in the air, hydraulic and cooling water systems aboard the submarine, meaning much more equipment would have to be replaced than previously thought. The official added that a review of other recent repair efforts on submarines suffering from major damage "revealed that planned contingency funds were insufficient."

The **MIAMI** was devastated by a fire that broke out late in the work day on May 23, 2012, while the submarine was in drydock at Portsmouth Naval Shipyard in Kittery, Maine. Casey James Fury, 24, a civilian painter and sand blaster at the shipyard, was arrested after a three-week investigation and charged with arson. On Nov. 8 he pleaded guilty to the May 23 fire, and to a smaller fire set outside the submarine on June 16. He was sentenced on March 14 to more than 17 years in federal prison. He set the May 23 fire, he told authorities, because he was having an anxiety attack, wanted to leave work and had already used up his sick leave.



The blaze burned for about 12 hours inside the submarine, which was only a few weeks into a planned 20-month overhaul. Fire teams from as far away as Boston and Connecticut battled intense fires throughout the night and into the next morning. The conflagration heavily damaged or destroyed the submarine's control room, combat systems and torpedo

room. Navy officials have repeatedly said the ship's nuclear reactor was not threatened by the inferno. But temperatures inside the forward hull reached extreme levels and the lower portions of the bow section were flooded by firefighters. Although many observers thought the damage would be fatal to the submarine, the Navy was determined to repair the ship. Privately, officials declared their resolve not to let an arsonist destroy a sophisticated and powerful warship. After initial repair cost estimates were revised upward, the decision to repair the submarine was announced on Aug. 22 in a statement from the Naval Sea Systems Command (NAVSEA). "The Navy's revised cost estimate to restore **USS MIAMI (SSN 755)** is approximately \$450 million, with an estimated date of completion for the repairs of April 30, 2015," NAVSEA said in the Aug. 22 statement. "The estimate includes 10 percent variability due to the unique nature of the repair and the cost impacts of shifting the planned maintenance availabilities of other ships and submarines. "The Navy is committed to delivering the submarine back to the fleet with no operational limitations. Once returned to service, Miami will serve for an additional 10 years with five planned full-length deployments, ready to respond to any combatant commander tasking," the Aug. 22 statement concluded. Built at the General Dynamics Electric Boat shipyard in Groton, Conn., the **MIAMI** was commissioned in June 1990 and had been expected to serve for 30 years. While statistics haven't been verified, the decision to scrap the submarine means the Miami could become the first warship — and submarine or nuclear-powered ship — to be lost while in the hands of a U.S. naval shipyard since the Civil War. A handful of ships have been lost since, but all those appear to have been at a commercial yard or pier. Source : MilitaryTimes



"Port of Melbourne Corporation has fitted new under command cameras around the port showing 7-8-2013, the **USS Lassen** arriving as she goes past the camera on Fawcner Beacon south of Melbourne and berthing at Station Pier later with tugs **Keera** and **Svitzer Marysville**. The cameras can be moved around and up and down along with Zoom for a closer look live. Photo : Andrew Mackinnon – www.aquamanship.com ©

SAS Isaac Dyobha takes over from SAS Galeshewe patrolling Mozambique Channel



The refurbished offshore patrol vessel **SAS Isaac Dyobha** has taken over from the **SAS Galeshewe** in patrolling the Mozambique Channel for pirates and other maritime hazards.

Galeshewe is on its way to Cape Town after a four month patrol, and will be used by the South African Navy (SAN) for training duties. **Galeshewe** was the first offshore patrol vessel (OPV) to be assigned duties for Operation Copper, the three nation anti-piracy effort off the lower continental east coast. Her deployment in the Mozambique Channel means three different classes of South African warship - the supply ship **SAS Drakensberg** and at least two of the Valour Class frigates have to date supplied the maritime ears, eyes and reaction forces to stop pirates venturing into Southern African Development Community (SADC) waters.

Defence and Military Veterans Minister Nosiviwe Mapisa-Nqakula indicated R585 million of the current defence budget has been allocated to Operation Copper. South Africa has partnered with Mozambique and Tanzania in this ongoing anti-piracy operation. Three Warrior-class strike craft (of nine originally received in the 1970s and 80s) were recently converted into offshore patrol vessels by Southern African Shipyards (SAS). **Isaac Dyobha** completed sea acceptance trials at the end of February, with **Galeshewe** following shortly afterwards. **SAS Makhanda** is still awaiting sea trials, as spare parts are required before the vessel can head out to sea, according to Southern African Shipyards.

A fourth strike craft, **SAS Adam Kok**, is currently at Salisbury Island, Durban, awaiting refit. Tenders have gone out, but not been awarded yet. An OPV will be permanently operated from Naval Station Durban – they are currently operating from there on a detached basis from Simon's Town, rotating with one another. **Source: Defenceweb**



Japan's new warship "**Izumo**", which has a flight deck that is nearly 250 meters (820 feet) long, is unveiled in Yokohama, south of Tokyo Aug. 6, 2013. Japan on Tuesday unveiled its biggest warship since World War II, a huge flat-top destroyer that has raised eyebrows in China and elsewhere because it bears a strong resemblance to a conventional aircraft carrier. Izumo is designed to carry up to 14 helicopters. **Photo : Kyodo News**

See the new KAREL DOORMAN under tow of tug EIDE WRESTLER passing the Bosphorus at :

http://www.youtube.com/watch?v=rSIMVdw_N9Q

SHIPYARD NEWS



Crewing Solutions

TOS is an international service provider in crewing solutions, global ship delivery and ship management.

TOS
Energy & Maritime Solutions

in f t

Contact us: +31 10 436 62 93 • www.tos.nl • info@tos.nl

Allseas Marine orders two ships at Guangzhou Wenchong

Allseas Marine, a Greek non-operating owner, is believed to have firmed up orders for two 1,700 teu container vessels at the Guangzhou Wenchong Shipyard in China. The ships are believed to be of the GW 1700 MK-II Bangkokmax design, a slightly smaller lower draft variant of the better known GW 1700 MK-I type of which the yard built close to 70 units since the year 2000.

The **Allseas** newbuildings are scheduled for delivery in September and December of 2015. In addition to the first pair, the Greek owners are said to hold options for another two sisters of the type, which, if taken up, would be delivered in 2016. **Source : Linervision**



the sister ships **STANFORD HUDHUD** and **STANFORD KITE** both in **Dubai Maritime City** for routine dry-docking. Both are 58m DP 1 MPSV's. The **Kite** will return back to Saudi to continue her existing charter and the **Hudhud** is scheduled for some modifications prior to starting a 3 year charter in Qatar commencing September.

Photo : Stanford Marine ©

ROUTE, PORTS & SERVICES



**ANY SHIP OR DESTINATION...
WE DELIVER**

www.redwise.com

**Ship delivery
Crew management
Maritime recruitment**

Check our website!

Follow us!


Redwise
GLOBAL SHIP DELIVERY & CREWING



"From nearly the largest rudder propeller (2400mm) in the range to the smallest rudder propeller in the range of **Veth Propulsion** in a single photo: TSHD **Causeway** and the latest Waterbus **Merwedam**
Photo : Bastiaan van Zuijlekom ©

Barcelona first half box exports up 12pc to 276,566 TEU, but imports slack

SPANISH Port of Barcelona's containerised exports increased 12 per cent in the first half of 2013, compared to the same period last year, to 276,566 TEU driven by growing export volumes to countries outside of Europe. Overseas markets that showed the strongest demand were Morocco, Algeria and Tunisia in North Africa, which received 80,000 TEU, and the Far East (including China and Japan) with more than 60,000 TEU. The other leading regions for exports from Barcelona were the Eastern Mediterranean, the Black Sea, the Persian Gulf and the Arabian Sea, reports Catalan News Agency.

Motor vehicle exports hit 200,000 units in the first half of the year, compared to 184,000 in 2008. During 2009, the worst year of the economic crisis, this figure was 85,721. It is forecast that a total of 700,000 vehicles will be exported via the port this year. The growth is 50 per cent attributed to vehicle transshipments.

The volume of bulk solid cargo handled in the first six months of the year increased by seven per cent year-on-year with a total of 1.1 million tonnes being exported. Exports of bulk liquid cargo amounted to over 5.2 million tonnes and there has been a 69 per cent increase in petrol transport to more than one million tonnes. Imports, on the other hand, have been falling in recent years due to weak domestic demand because of Spain's economic crisis. The first

half 2013 total shrunk two per cent, although, imports in June were up five per cent, which may signal an economic turnaround. Imports from Turkey, India, Vietnam, Chile and Russia increased the most.

Other positive port activity has been the growth of intermodal transport to and from the port by rail, up 14 per cent year on year to 66,942 TEU. Within the total number of vehicles transported to or from the port, 32 per cent (30,000) were moved by rail. Dry bulk grew by 22 per cent in the first half to 208,410 tonnes. The report said the port's has benefited from the creation of new rail tracks that are the same width as the rest of Europe, thereby enabling cargo to be moved throughout the continent at a lower cost and without the need to change trains **Source : Schednet**

Joseph Zammit Tabona is new Chairman of Valletta Cruise Port plc

Joseph Zammit Tabona has been appointed chairman of Valletta Cruise Port plc. Prior to this appointment, Mr. Zammit Tabona served as Malta's Commissioner for the United Kingdom and Ireland. Mr Zammit Tabona had served as Chairman of Valletta Cruise Port between 2007 and 2009. In a career spanning more than forty years, Joseph Zammit Tabona was appointed on a number of boards of private and public companies. He was Chairman of the Malta Stock Exchange, Finance Malta, the Malta Accountancy Board, the Malta Development Corporation, the Malta External Trade Corporation, the Institute for the Promotion of Small Enterprises and that of Malta Enterprise. He also held directorships in Bank of Valletta, the Malta Council for Arts, Science and Technology and HSBC Life Assurance (Malta) Limited. He also served as President of the Malta Federations of Industry. In August this year, Mr Zammit Tabona, was appointed as the Prime Minister's Special Envoy for Investment Promotion.

Commenting soon after his appointment, Mr. Zammit Tabona said that he is looking forward to his return to Valletta Cruise Port. During his tenure, Mr. Zammit Tabona will be focusing on strengthening Valletta Cruise Port's relationship with the cruise lines, their local agents as well as other stakeholders, in particular the Malta Tourism Authority. He sees much scope in synergizing the input of all concerned for the benefit of an industry that last year alone, generated €98 million to the local economy. He added that there is much scope for growth and will be fully supporting management in its business development initiatives. With regards to the landside activities, Valletta Cruise Port's new chairman will continue with the further development of the Company's property in the port of Valletta and to retain its position as one of Malta's prime destinations. Read more on Valletta Cruise Port on www.vallettacruiseport.com



Busy times at the **Curacao Oil Terminal(COT)**. Photo : John Smit ©

Scorpio Tankers orders eight new tankers, takes delivery of 11th newbuilding

Scorpio Tankers Inc. announced that it has reached agreements to construct four Very Large Gas Carriers ("VLGC") at two yards in South Korea along with two MR and two Handymax ice class-1A fuel efficient product tankers at

Hyundai Mipo Dockyard Co., Ltd. of South Korea ("HMD"), the Company said in a press release. Additionally, the Company took delivery of the eleventh vessel under its Newbuilding program at HMD, STI Fontvieille.

VLGC Newbuildings

The Company has reached agreements with Hyundai Samho Heavy Industries ("HSHI") and **Daewoo Shipbuilding and Marine Engineering Co., Ltd.** ("DSME") for the construction of four VLGCs for approximately \$75.0 million each. These vessels are 84,000 cubic meter tankers designed for the carriage of LPG and are scheduled to be delivered in the third and fourth quarters of 2015. As part of these agreements, the Company has also negotiated fixed price options for additional vessels.

Product Tanker Newbuildings

The Company reached an agreement with HMD to construct four product tankers consisting of two 52,000 dwt MR product tankers for approximately \$35.0 million each and two Handymax ice class-1A (37,000 dwt) product tankers for approximately \$32.0 million each. The MR tankers are scheduled to be delivered in the second quarter of 2015 and the Handymax ice class-1A tankers are scheduled to be delivered in the fourth quarter of 2014.

The Company took delivery of the eleventh MR product tanker under its Newbuilding program, **STI Fontvieille**. Upon delivery, the vessel began a time charter for up to 120 days at \$19,000 per day. **Source : Portnews**

MOTION MONITORING SERVICES & PRODUCTS

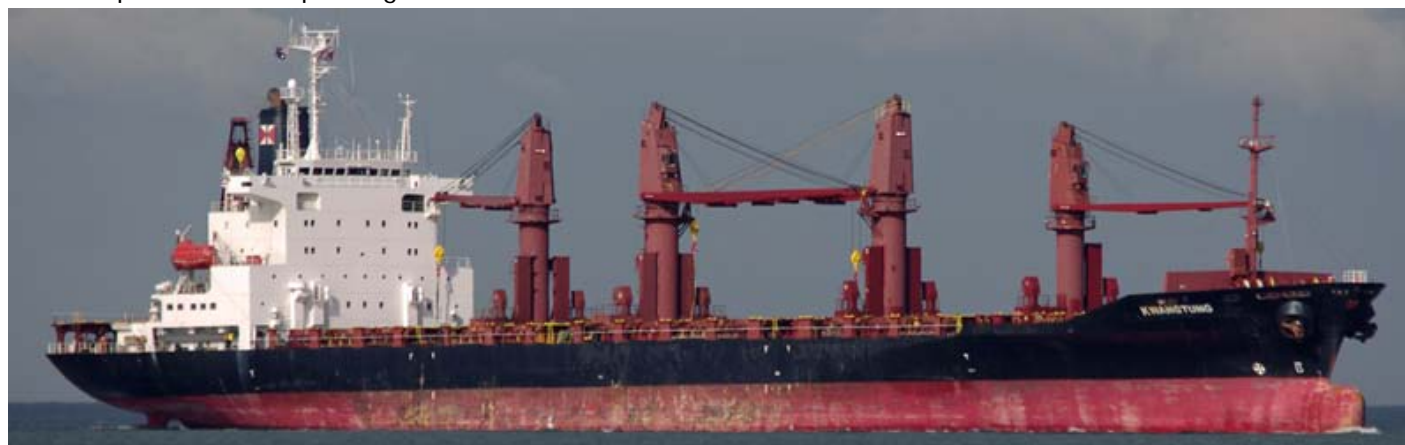
A 'One-Stop-Shop' for a wide range of Monitoring Solutions



WWW.SIRIMARINE.NL

Iran's biggest passenger terminal to be inaugurated in September

Managing Director of Iranian Navigation and Ports Organization Ataollah Sadr said the country's biggest marine passenger terminal would be accomplished and launched in Haqani Port, southern Iran, in the next month, ISNA reported. The terminal with the capacity of transporting up to 14 million passengers annually can be increased to 17 million people in coming years, he added. Sadr also noted the country plans to develop multipurpose small and business ports and build passenger terminals and wharfs. **Source : PortNews**



Swire's **KWANGTUNG** inbound for Melbourne – **Photo : Dale E. Crisp ©**

MARITIME ARTIST CORNER



Painting of the "salvagevessels" 'Friendship' and 'Good Hope'. Oil on canvas by Willem Eerland 2013.
www.tableau-maritimecards.nl

BOEKBESPREKING

Door : Frank NEYTS

"Zeeziek".

Stichting Kunstboek, bracht in samenwerking met NAVIGO, het Nationaal Visserijmuseum Oostduinkerke en de Gemeente Koksijde-Oostduinkerke, een prachtig boekje uit onder de titel "Zeeziek. Hoe kolkt de waanzinnige zee in lichaam en geest". Het boekje werd uitgegeven aan aanleiding van de gelijknamige tentoonstelling die nog tot midden september 2013 bij NAVIGO loopt.

De zee kan genezen, maar maakt ook ziek. De visser krijgt een venerische ziekte, een vis wordt zeeziek en de lezer wordt licht in het hoofd door de bijzondere vormgeving van beeld en tekst. Dit is het allereerste boek over zeeziekte en ziekte op zee: niet aan te raden voor hypochonders en zwakke zielen.

De makers van de spraakmakende tentoonstelling 'Zeeziek. Hoe kolkt de waanzinnige zee in lichaam en geest' van het NAVIGO-Nationaal Visserijmuseum hebben de zee herontdekt. Ze delen graag de pure emotie van duizeligheid die even plots opkomt als verdwijnt. Onvergetelijke lectuur voor iedereen die de diepte wil induiken. "Zeeziek" (ISBN 978-90-5856-464-1) werd op handig formaat met een harde kft uitgegeven en telt 96 pagina's. Kostprijs 19,95 euro. Aankopen via de boekhandel of bij NAVIGO, het Nationaal Visserijmuseum Oostduinkerke.

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US) (English version) or visit the subscription page on our website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

Om uit te schrijven klik [hier](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL) (Nederlands) of bezoek de inschrijvingspagina op onze website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>

.... PHOTO OF THE DAY



Sunset over Rotterdam-Europoort with the TSHD **CRESTWAY** passing the Maeslant water barrier
Photo : [Marijn van Hoorn](#) ©