



Number 040 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Saturday 09-02-2013**

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

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



Offshore Heavy Transport's FALCON seen submerged yesterday at Singapore Jurong anchorage ready to load the jack up Rig AOD 1 photo : Piet Sinke ©

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

 <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>UNITED ARAB EMIRATES</p> <hr/> <p>Web : www.albwardymarine.com Email: sales@albwardymarine.com</p>
---	---



The **ICS / ATLAS – Singapore team** (from left to right in the front the ladies , **Noorani**, **Lorie** and **Aida** , in the back from the left **Sasa** and **Richard**) visited **ASL shipyard** (Singapore) during an orientation visit last Thursday to see tugs and other ships under construction and a visit to **ACTA Marine** vessels at present in Singapore , in the back is seen the tug **RT INSPIRATION** fitting out – **Photo : Piet Sinke ©**

The **ICS / ATLAS Singapore** team wishes everybody
Happy Lunar New year

Een gulle gift

Gisteren heeft het **KNRM** redding station in Breskens een delegatie van **ABAB Accountants en Adviseurs**



ontvangen op het reddingstation. Zij hadden een cheque bij zich met een heel mooi bedrag van € 5.000,- erop. ABAB is een allround accountancy- en adviesorganisatie met kantoren voornamelijk in het zuiden van het land. Elk jaar doneert ABAB € 5,- per kerstpakket aan een goed doel. Medewerkers van **ABAB** kunnen er ook voor kiezen om het volledige bedrag van het kerstpakket te doneren. Dit jaar was als goed doel de keuze op de Koninklijke Nederlandse Redding Maatschappij gevallen.

Voor de officiële overhandiging van het bedrag van € 5.000,- mochten we vandaag Dhr. John Verhagen (voorzitter hoofddirectie), Dhr. Hans Derksen (manager marketing & PR) en Mevr. Kim van Irsel (medewerker communicatie) op ons reddingstation verwelkomen.

Na een hartelijke ontvangst hebben we hun het reilen en zeilen van ons reddingstation nader uit de doeken gedaan. Verder hebben we toegelicht wat er allemaal bij de opleiding en uitrusting van onze bemanning komt kijken.



Uiteraard zijn we een rondje gaan varen met onze reddingboot **ZEEMANSHOOP** om een deel van ons werkgebied te laten zien en om te demonstreren hoe het een en ander functioneert aan boord. Na afloop hebben we iedereen weer veilig afgeleverd in de haven.

Wij bedanken **ABAB** voor deze gulle gift en we hopen dat ze een goede indruk hebben gekregen hoe welbesteed hun geld zal zijn.

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

Boskalis update on purchase of Dockwise shares



Dockwise **TARGET** anchored off Singapore awaiting her next cargo what will be loaded tomorrow

Photo : Piet Sinke ©

Royal Boskalis Westminster N.V. ("Boskalis") announces that it has acquired **127,799 ordinary shares** in Dockwise (the Shares) in the course of trading last Thursday . All these Shares were acquired through Euronext Amsterdam and were purchased at an average price of EUR 18.50 per Share with a maximum price of EUR 18.50 per Share (which equals NOK 137), said in a press release.

Boskalis now holds at total of 16,062,943 Shares, representing approximately 41% of the Shares. Together with the irrevocable commitments obtained by Boskalis, approximately 91% of the Shares is already acquired by, or committed to, Boskalis.

Greencarrier sets sail with the Swedish East India Company

an agreement was signed between the Swedish East India Company and the Swedish transportation company Greencarrier. The Swedish East India Company is the owner of the 18th-century East Indiaman sailing ship, Götheborg. Götheborg will over the next two years be used as a marketing platform to strengthen Greencarrier's brand. It was today, Thursday, February 7, representatives from both companies met to sign a two-year contract with Greencarrier, who becomes the official partner of the Swedish sailing vessel Götheborg and the ship's European Tour 2013. Götheborg is a remarkable ship. Built in 2005, she is an 18th century ship replicated without any of the original

drawings. Using the tools, building methods and materials of the 18th century, she also fulfils all modern safety requirements. Today she is the largest wooden sailing ship in the world.

With Götheborg as a marketing platform, we will now focus on strengthening our brand further, says Stefan Björk, Chairman and co-owner of Greencarrier:

"The ship is a unique symbol that both amplifies and visualises our motto and mindset 'Yes, it's possible!'" Greencarrier was founded in 2000 and is today one of the largest Nordic privately owned transport groups. The company has over 700 employees in 13 countries, with a focus on Eastern Europe and Asia. Turnover for the Group in 2012: €380m. Håkan Beskow, president of the Swedish East India Company, stated: "It is with great pleasure that we welcome Greencarrier on board as the new official partner for our vessel. The agreement has given us new wind in our sails and this is the beginning of a new period of sailing expeditions for Götheborg. "Greencarrier's commitment means that Götheborg can realise the four-month summer European Tour 2013. This is expected to last between May and September, and the ship will visit several cities where Greencarrier operates." **Source: Greencarrier AB**



08-02-2013 **LA BAMBA** dancing up the bay off Portsea for Geelong,

Photo : Andrew Mackinnon – www.aquamanship.com ©

WE PROVIDE **SAFETY AND
SUPPORT** AT SEA

www.svitzer.com

24h Emergency Response: +31 255 562 666

SVITZER

Maersk Challenger was hired to tow the derelict and drifting Lyubov Orlova

out beyond the 200 mile limit and let it go. ... It gives the term "deportation" a new meaning

It appears from press and private reports that **Maersk Challenger** was hired to tow the derelict and drifting **Lyubov Orlova** out beyond the 200 mile limit and let it go. ... It gives the term "deportation" a new meaning!...I would certainly question the acceptability of shoving something unwanted out into international waters, where it either becomes nobody's problem or every body's problem. Canada can no longer claim that it takes the high road on

environmental No port in Atlantic Canada wanted to be saddled with this ship, and the government didn't want to deal with it, since no compensation was likely forthcoming from its owners, and so decided to remove it from Canada.

I would certainly question the acceptability of shoving something unwanted out into international waters, where it either becomes nobody's problem or every body's problem. Canada can no longer claim that it takes the high road on environmental or other issues when it continues to take actions such as this. A few years back a ship was ordered out of Halifax when its cargo was found to be contaminated. It went out to sea, dumped the cargo overboard, and returned to Halifax few days later - problem solved! Then there is the hazard to navigation issue. A derelict ship, will show up as a radar target, but it would be just as effective as an iceberg if someone collided with it. What if the ship becomes partially submerged? Lets hope that mariners remain alert and vigilant enough to avoid it. **source : TugFax**



Jan de Nul's split hopperbarge **TRINIDAD** anchored off Batam – **Photo : Piet Sinke ©**



TSCHUDI
OFFSHORE & TOWAGE

*years offshore and towage experience,
joins 130 years shipping history*

www.tschudioffshoretowage.com



PIRATES FREE OIL TANKER HIJACKED NEAR IVORY COAST

A French oil tanker hijacked by pirates off Ivory Coast on 3rd Feb, 2013 was released on 5th Feb, 2013 local time.

The **MT Gascogne** and all its crew members have been freed adding the pirates apparently hijacked the vessel only to steal fuel. Ivory Coast officials said on 4th Feb, 2013 the **MT Gascogne** was seized by gunmen on the open sea in the Atlantic Ocean 139 kilometers from the country's former capital city of Abidjan. **Source : Shield Consulting**

Fairmount couple towed rig Noble Max Smith to Brazil



Super tugs **Fairmount Sherpa** and **Fairmount Expedition** have towed the drilling rig **Noble Max Smith** from the Gulf to Brazil. Both tugs hooked-up in Pascagoula Mississippi, USA. For this job the **Fairmount Sherpa** and the **Fairmount Expedition** were mobilized to the departure location from there previous projects. **Fairmount Sherpa** had just delivered the rig **Atwood Condor** in Trinidad after a speedy crossing of the Atlantic and the turbulent waters around

the Cape of Good Hope and **Fairmount Expedition** was successfully involved in the salvage of the ill fated container vessel **MSC Flaminia**.

Upon completion of this project she was prepared in Rotterdam for the towage of rig **Noble Max Smith** and mobilized just in time for the departure from Pascagoula. The **Noble Max Smith** is a semi-submersible drilling rig owned by Noble Corporation and contracted by Shell for a drilling campaign offshore Brazil over a three year period. Prior to this the rig was prepared at a shipyard in Pascagoula Mississippi, USA.

Upon readiness of the rig, a departure meeting was held and the **Fairmount Sherpa** and **Fairmount Expedition** connected their towing wires to **Noble Max Smith** one by one. After this the convoy began its 5,500 miles journey to Niterói, Brazil.

First the convoy set sail towards Bridgetown, Barbados, for a stop-over for replenishment of the

tugs and the rig. The tugs received first their bunkers and fresh provisions and secondly the **Noble Max Smith** received fresh provisions and stores. For this both **Fairmount Sherpa** and **Fairmount Expedition** were used. As such they did multiple cargo runs to and from the **Noble Max Smith**.



Not only during the first part of the voyage to Bridgetown, but also during a large part of the second leg of the journey counter currents were experienced. Nonetheless the Fairmount Class tugs showed their unbridled towing power and endurance. As such the **Noble Max Smith** was safely delivered in Niterói. Upon arrival offshore Niterói. **Fairmount Expedition** assisted with mooring of the rig into her position. Directly after delivery tugs **Fairmount Sherpa** and **Fairmount Expedition** were prepared for their next assignments. **Fairmount Marine** is a marine contractor for ocean towage and heavy lift transportation, headquartered in Rotterdam, the Netherlands. Fairmount's fleet of tugs consists of five modern super tugs of 205 tons bollard pull each, especially designed for long distance towing, and a multipurpose support vessel. **Fairmount Marine** is part of **Louis Dreyfus Armateurs Group**.



The attached is **HR INDICATION** berthed at Mackay with a load of Project cargo Conveyor Galleries for Hay Point coal extension. Photo : Piercarlo (Peter) Cuneo PC MARINE ©

Secret Cruise Ships Named, Construction Begins

It has been almost two years since Gadling published "The Secret Is Out: Royal Caribbean To Build New Class Of Ships." Details were few at the time, only that the mysterious new class of cruise ships would be referred to as code name "**Project Sunshine**" during development, which had already been underway for a year. This week, Royal Caribbean released a few details about the two new ships set to debut in 2014 and 2015.

This week, the first piece of steel was cut for **Quantum of the Seas** at the Meyer Werft shipyard in Papenburg, Germany, where both ships will be built. **Quantum of the Seas** will debut in the fall of 2014 and sister-ship **Anthem of the Seas** in the spring of 2015. "After three years of design and advance planning this is the first step of the construction of the ship and I look forward to seeing it all come together in the coming months," said Adam Goldstein, President and CEO, Royal Caribbean International in a press release. Short on details about the two new "**Quantum-class**" ships, Royal Caribbean reminded fans of their rich history of being first with unique ship features like rock-climbing walls, ice skating rinks, zip lines across decks and more. Expect more of the same wow-factor features on new **Quantum** and **Anthem of the Seas**.

"The new ship will be such a leap forward in terms of vessel design and guest experiences that we thought the name **Quantum of the Seas** was perfectly appropriate," added Goldstein. Royal Caribbean plans to release details of the ships over time, typical of most cruise lines constructing new vessels. Unique to Royal Caribbean's rollout of all things The 158,000-ton Quantum-Class ships will be smaller than giant **Oasis of the Seas** and **Allure of the Seas**, carrying just over 4,100 passengers based on double occupancy. Oasis-class ships are 225,000 tons and over 5,400 passengers. See more about the steel-cutting in Germany and a (very) few details about the ships: http://www.youtube.com/watch?feature=player_embedded&v=j8MS0lz1Da0 Source : gadling.com/

MOTION MONITORING SERVICES & PRODUCTS

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



**SIRI
MARINE**

WWW.SIRIMARINE.NL



HAL's **ROTTERDAM** visited Cochin (India) – Photo : Fred Claessen ©

SS US Gulf introduces Documentation Department to meet customer demand for streamlined service

Inchcape Shipping Services (ISS), the world's leading maritime services provider, has created a dedicated US Gulf Documentation Department to meet customer demand for a centralised and streamlined service to handle cargo documentation for import and export activity. The new department will provide expert oversight and guidance for the specific documentation functions that remain in US Gulf ports and provide customers with the best advice and support. Companies already benefiting from the department include Tokyo Marine Europe, Gearbulk and Grieg Star. ISS will now be expanding the service to further key customers with activity across the US Gulf.

Michelle Turner has been appointed as Manager for the US Gulf Documentation Department. Michelle has over 20 years experience in the maritime industry, the majority with documentation, as well as operations including roles as

ISS Mobile Port manager and Special Projects Analyst. Says Elaine Penton, ISS Vice President, US Gulf: "Michelle's meticulous attention to detail, ability to meet deadlines and her excellent customer service is ideal for her latest

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !**

CASUALTY REPORTING



In the Beatrix harbour in Rotterdam a 40 ft container fel out of the crane at the quayside

Photo : Stephan Grol ©

NAVY NEWS

Japan considers sharing its submarine technology with Australia

Officials from the Japanese Defense Ministry are reportedly considering the option of sharing submarine technology developed for the country's Maritime Self-Defense Force (MSDF) with the Royal Australian Navy. While developed by a contractor, Japan not permitted to share military technology until 2011 following a relaxation of principles on weapons exports, however, until now, the country has not shared such information with any nation other than the U.S.

Sources from the Defense Ministry have said Australia sought Japan's help in getting submarine propulsion technology, and now the Tokyo government is trying to decide on what information should be provided. Australia's request came just after a May 2012 visit to the MSDF Kure Base in Hiroshima Prefecture, when a senior official was given the chance

to inspect an advanced Soryu-class submarine. This type of military vessel uses an air-independent propulsion (AIP) technology, which allows it to stay submerged for longer periods without having to refill oxygen supplies by resurfacing. Japan, along with Germany and Sweden, are among the small number of countries with submarines that use AIP technology. Because the contracts for development were made with foreign companies, the Defense Ministry must analyze what level of information can be shared in order to prevent any comebacks. The relaxation of weapon export rules, which Japan agreed to in 2011, includes allowances for joint development and production. The issue in this situation is that the submarine technology was provided on a one-way basis, not through mutual sharing. Australia is said to be looking to acquire 12 new submarines in order to replace six outdated vessels. **Source : The Japan Daily Press**



The Brazilian Navy Ocean Patrol Vessel **APA** is conducting sea trials from Portsmouth following her handover on 30 November 2012.

Photo : Gary Davies - Maritime Photographic - www.maritimephotographic.co.uk ©

SHIPYARD NEWS

**FAIRPLAY
TOWAGE**

www.fairplay-towage.com

An aerial photograph showing several tugboats and barges in a harbor. The tugboats are blue and white, and the barges are green and white. They are positioned near a concrete pier.

A logo for Fairplay Towage, featuring a white flag with a blue and red star. The flag is set against a blue background.



The crane barge **SWIBER KAIZEN 4000** under construction at **ASL shipyard** in Singapore

Photo : Piet Sinke ©

Damen Shiprepair Brest welcomes third LNG carrier



With the arrival of the LNG carrier **ARCTIC SPIRIT** **Damen Shiprepair Brest** continues to recover market share in the LNG repair business, following Damen's acquisition of French shipyard Sobrena just under a year ago. The repair yard was and is particularly well respected for its LNG expertise and the **ARCTIC SPIRIT** contract provides yet another chance to prove it. Early February the Teekay-owned and managed **ARCTIC SPIRIT**, which has a capacity of 89,880 m³, arrived in Brest and is due to stay for approximately three weeks. The vessel is one of the few LNG carriers with an IHI SPB Prismatic Cargo Containment System, which makes it a somewhat special and highly complex vessel.

Industry majors return

Damen Shiprepair Brest Managing Director, Jos Goris comments: "We are very pleased and proud that an industry major such as Teekay has proven confidence in our yard." Late last year, Shell and Hyproc had also chosen to dry-dock LNG carriers at the yard. Able to carry out dry-docking, refit and repair works, the **Damen yard** is determined to become a reliable and long-term business partner for the LNG community. "We have a very clear and open business concept which is built on transparency, mutual trust and customer service. In the current challenging climate we understand that our clients need to perform more than ever and the selection of the right shipyard plays an important role in being successful," emphasises Mr Goris.

In the past the shipyard carried out more than 100 LNG carrier refit projects. **Damen Shiprepair Brest** is confident that it can continue to show the LNG community that the shipyard has the expertise and experience needed to serve this specialist sector.

Bringing healthy competition back to the LNG repair sector

He points out that since Sobrena, as the yard was formerly known, closed in September 2011, there had hardly been any competition in the North West European region for LNG dry-docking and repair. However, most LNG carrier owners and managers trading in the region had indicated that they are willing to support fresh alternatives, he adds. "We are very confident that the LNG community will support us with more bookings and at sustainable price levels."

He stresses: "**Damen Shiprepair Brest** is very keen to bring healthy competition to the market again. We are aware that there is some heavy discounting going on, but would question whether such low rates will benefit the LNG sector in the long-term." During the first nine months of operations as part of the Damen Shipyards Group, **Damen Shiprepair Brest** has serviced more than 40 vessels from majors such as Knutsen, Odfjell, Hyproc, STASCO, Columbia Ship Management, Louis Dreyfus Armateurs, Northern Marine Management, Wallem, Bourbon and CMA-CGM.

Damen Shipyards Group

Damen Shipyards Group (est. 1927) operates more than 50 shipyards, repair yards and related companies worldwide. Damen employs over 7,000 people in 35 countries, has delivered over 5,000 vessels since 1969 and delivers some 150 vessels annually to worldwide customers. Based on its unique, standardised ship-design concept and short delivery times, Damen is able to guarantee consistent quality.



The **Atlantic Amsterdam** nearing completion the **Damen Shiprepair** in Vlissingen

Photo : Skeyes - www.skeyesphoto.com ©

In addition to ship design and shipbuilding, **Damen Shiprepair & Conversion** offers a network of 12 ship repair & conversion yards worldwide, most of which are conveniently located along the North Sea coast from Brest (France) to Gothenburg (Sweden). Damen Shiprepair & Conversion operates more than 23 drydocks, graven docks and covered drydocks and offers onsite/onboard repair services. Conversion projects range from refitting small fishing vessels into private yachts to the complete conversion or rebuilding of large jack-up rigs.

Drydocks World finalizing conversion of FSRU Toscana



Drydocks World, the leading maritime services provider, after the naming ceremony held yesterday by OLT LNG Offshore Toscana, announced that the FSRU Toscana conversion project at the Dubai based shipyard, is going to be finalized. The Floating Storage and Re-gasification Unit is intended for a 20 year design life 12 nautical miles off the shores of north-west Italy, in the waters of the Tyrrhenian Sea close to Livorno, said in a press release.

The Liquefied Natural Gas (LNG) carrier Golar Frost, a 2004 Korean built 288.6m x 48 m vessel with a design draught of 11m and lightweight of 34,000 tonnes and storage capacity of 135,000 cu. m of LNG, came to Dubai in June 2009 for conversion for contractor Saipem and client OLT Offshore LNG Toscana SpA. This is one of the most sophisticated conversion projects carried out by the shipyard.

"This is indeed a tremendous achievement and a testimonial to our technical and project management capabilities that enable us to take on projects of a high level of sophistication and advancement. We are indeed keen to take on increasingly challenging projects for the offshore deep sea exploration and production sector as we have proven time and again that we have the capacity and capability to implement projects for leaders in the offshore industry in a timely manner, while maintaining high standards in safety and quality," said Khamis Juma Buamim, Chairman of Drydocks World and Maritime World.

The scope of work for the shipyard included:

- Detailed Engineering: – major achievements include complete turret construction methodology brainstormed and worked out by the Yard's engineers such that there were no damages to the Inconel cladding of the turret bearings. In addition the nearly 2000 tonnes Re-gasification module T-16 was an engineering challenge to lift and install onboard.
- Procurement: – with restrictions to sourcing the material required for the various grades of piping, mainly Cunifer and Cryo and the stringent MED and 3.2 certification requirements Procurement was never something less than an ongoing challenge.
- Construction: - the Project can well boast of carrying out routine complex works as part of the scope related to Topsides such as the fabrication and installation of the 600 tonnes, 25 m high external turret and turret mooring system, installation of the prototype four loading arms 75 MT each, lifting, installation and tie-ins for the 2100 MT re-gasification T-16 and the 400 MT T-20 wobbe index modules. Installation and tie-ins for the two 10000 Kw STGs and installation of the unique articulated-type vent tower are other significant firsts. In all 97,272 inch-dia of piping, including exotic material for cryogenic piping and over 320 Km of cable pulling was completed for the Project.

Extensive piping fabrication works including stainless steel piping for handling of LNG cargo at minus 163 deg and insulating with PUF type material was carried out. Major Vessel and Topsides works carried out were chain table replacement for the turret mooring system, side by side berthing mooring system installation, modification of cargo pump tower internal structure and installation of retractable cargo pumps, installation of the pipe rack module, product sea water systems piping with diameters up to 52". Total steel tonnage fabricated and installed for vessel conversion was 4,400 tonnes and was compliant with the highest quality standards in the maritime industry. Pre-Commissioning and Assistance to Final Commissioning: - Final commissioning of newly installed HVAC system was completed by the yard and their sub-contractors. In addition the yard has provided support to the client for other commissioning works such as cool down of cryogenic piping, Boiler flash up, performance trial run of power generators, harbor acceptance test of aft thruster and leak test of the natural gas piping. What is commendable is that all of the above was completed consuming 9.57 million man hours with only three LTIs. It is expected that a total of 9.59 million man hours would be consumed by the time of project completion. The shipyard is involved till the vessel is ready for transportation to site and is presently expected to sail from the shipyard in the second quarter of 2013.

Flensburger Schiffbau-Gesellschaft (FSG) successfully launched Hull Number 755 "UN İSTANBUL" for Turkish operator U.N.RO-RO İŞLETMELERİ A.Ş.

Today's launch underscores once again the close relationship between FSG and U.N.RO-RO. It is, after all, the 15th ship ordered by the Turkish shipping company from the Flensburg shipyard. FSG Managing Director Peter Sierk said "when two companies work together for such a long time that speaks volumes". Both sides know that they can trust each other. "Such a relationship transcends even the global crisis which shipyards and shipping have been experiencing for the last few years", he added. The latest ferry builds on the experience gained with her 14 predecessors and is a natural progression in this successful series of Ro-Ro ships. "Our designs for U.N.RO-RO have been setting benchmarks for many years", said Sierk. "Thanks to the ideas of our shipbuilding engineers, these ferries still lead the field, even today." Because of innovative, eco-friendly and fuel-saving design, ferry transport in the Mediterranean, where the new ferry will go into service between Istanbul and Trieste, has never been as efficient as it is today. "Our engineers, for example, simulate not only the loading and unloading of a ferry and the type and volume of the cargo it will carry but also the area in which it will sail", explained Sierk. "That means that we can offer our customers a tailor-made solution to their particular transport tasks". The ferry launched yesterday is 208 metres long and has space for 283 trailers and a loading capacity of 4,094 lane metres. As well as today's ferry, the yard has the following ships on order: a ConRo ferry for Oceanex (Canada), two multi-functional ships for **Rolldock** (the Netherlands), two offshore seismic ships for WesternGeco (England) and a RoPax ferry for CMAL (Scotland).

ROUTE, PORTS & SERVICES



Monster aan voor een Wereldbaan

Redwise zoekt enthousiaste maritieme professionals voor ship delivery-opdrachten, maritiem uitzendwerk en crew management op uiteenlopende scheepstypen.
Monster aan op crewing@redwise.nl

Follow us!









Redwise
GLOBAL SHIP DELIVERY & CREWING

www.redwise.com

info@redwise.nl

AOD 1 LOADED IN SINGAPORE



Yesterday the **FALCON** of **OFFSHORE HEAVY TRANSPORT** laded the jack up rig **AOD1** at the Singapore Jurong anchorage, from this operation a photo impression



The rig was delivered alongside the **FALCON** by several **Keppel Smit** and **Maju** tugs





The crew of the **FALCON** handling the lines which will be used to pull the rig into position above the deck of the **FALCON**





Sunset over the west Jurong anchorage with the **FALCON** deballasting, after seafastening of the **AOD 1** the **FALCON** will set sail with destination Sharjah (UAE)

Herewith i would like to thank, **Arne Røed, Ken, Roald Kaper, Capt Bartosz Kozinski** and crew of the **FALCON** for the hospitality onboard yesterday during the loading

Photos Piet Sinke ©

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.

MARITIME ARTIST CORNER



Newsclippings reader **Leo Kischemöller** is in the possession of an interesting painting from the hand of artist **Rene Visker in Spijkenisse**. The medio 1960's scene shows the for Europoort bound Shell tanker **Sepia (67000 dwt)**. Rotterdam harbour tugs are approaching to assist, to be seen are the **Italie (900 hp)**, **Azie (1200 hp)** and **Argonaut (900 hp)**. Many people want to know where the **Italie** has gone and are curious about her whereabouts nowadays.

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>

BOEKBESPREKING

Door : Frank NEYTS

"Jaarboek Binnenvaart 2012".

Bij De Alk verscheen naar jaarlijkse traditie "**Jaarboek Binnenvaart 2012**". Hoewel het in 2011 iets beter gaat in de binnenvaart, hebben binnenschippers ook in 2012 nog steeds last van de crisis. Het aanbod van lading blijft mager en de prijzen blijven laag. En de NMa blijft de binnenvaart in de gaten houden. Om in de toekomst beter als één partij naar buiten te treden, gaan de binnevaartorganisaties beter samenwerken. Het Transitiecomité Binnenvaart gaat onder leiding van Arie Kraaijveld aan het werk met het rapport van binnenvaartambassadeur Arie Verberk. Een naam voor de nieuwe organisatie is er al: Binnenvaart Logistiek Nederland (BLN).

Het "Jaarboek Binnenvaart" geeft in foto's, korte nieuwslijnen, nieuwsverhalen en menselijke verhalen een overzicht van het jaar, dat zich uitstrekt van juli 2011 tot en met juni 2012. "Jaarboek Binnenvaart 2012" (ISBN 978-90-6013-487-0) werd als hardback uitgegeven en telt 136 pagina's. Het boek kost 25.00 euro. Aankopen kan via de boekhandel. In België wordt het verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com

.... PHOTO OF THE DAY



Passage of new built yacht **PRINCESS OLGA** through the Erasmus bridge in Rotterdam
Photo : Leo Leusink - ALP Maritime Services ©