

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 068



Number 068 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 09-03-2010**

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

SVITZER
OCEAN TOWAGE



PARTNERS IN POWER

SVITZER OCEAN TOWAGE

Jupiterstraat 33
2132 HC Hoofddorp
The Netherlands

Telephone : + 31 2555 627 11

Telefax : + 31 2355 718 96

E-mail: ocean towage.sales@svitzer.com

www : www.svitzer-coess.com



Iskes BRENT seen operating in the port of Ijmuiden
Photo : Jan Plug (c)

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, kindly send an e-mail with the word "unsubscribe" in the subject line to newsclippings@gmail.com, after receipt of this e-mail I will remove you from the distribution list soon as possible

EVENTS, INCIDENTS & OPERATIONS



The world's ship delivery pioneer, Redwise, provides a top quality take-over, sailover, hand-over service for every type of vessel, wherever you need it delivered



GLOBAL SHIP DELIVERY & CREWING

info@redwise.nl



The **EPTALOFOS** seen at the Gent – Terneuzen canal - Photo : Günther Spruit (c)

Due to travelling abroad this week the newsclippings may reach you irregularly

Draft report sent out to all parties interested in harbour accident

Accident investigators have completed their probe into the sinking of a tug boat at a north-east harbour. Three crewmen had to be rescued when the Dutch-registered **Ijsselstroom** capsized near the entrance to Peterhead harbour in June last year. The vessel was one of two tugs assisting a barge carrying a cargo of stone from Sweden into the port for its £30million Smith Embankment expansion.

Officials from the UK Government's Marine Accidents Investigation Branch were called to Peterhead to examine the scene and interview the three crew members and port officials. Now, 10 months on, the branch has finished its probe and is expected to release its findings soon.

A draft report has now been sent out to those involved in the investigation and changes may be made before the final version is published. The **Ijsselstroom** had been acting as a brake vessel at the stern of barge **Tak Boa 1**, which had a rock cargo of more than 5,000 tonnes, when she got into difficulties. Another tug had been towing the barge at the front.

The alarm was raised at 4.30am on Sunday, June 14, and Aberdeen Coastguard alerted vessels in the area and called for Peterhead lifeboat to be launched. But before the lifeboat could become involved, a harbour pilot boat picked up the three crewmen from the water and took them ashore.

The tug remained partly submerged for a short time and then sank in about 80ft of water, about 500 yards from the harbour entrance. The crew, two Dutchmen and a Scot, were unhurt. Investigators said details of the probe would not be released until all parties had considered the draft report. **Source : pressandjournal.co.uk**



The **MSC MEXICO** seen at the Westerscheldt River passing Terneuzen
Photo : Richard Wisse – www.richard-photography.nl (c)

France claims biggest haul of pirates off Somalia

French frigate Nivose has seized 35 pirates in three days off of Somalia, the French military said on Sunday, claiming "the biggest seizure" so far in the vital shipping lane. In the latest of four operations since Friday, eleven pirates were intercepted on Sunday with the help of other ships and a Spanish maritime patrol airplane participating in the European Atalanta anti-piracy mission.

Four mother ships and six smaller boats had been seized in the four operations since Friday, the French military said.

The European Union launched its Atalanta mission in December 2008 in a bid to secure one of the busiest shipping lanes in the world, joining forces with US-led and NATO missions, as well as other warships from other naval powers. But the unprecedented naval deployment has failed to curb piracy as Somalia's marauding ransom hunters moved south and started venturing further out in the less heavily-patrolled Indian Ocean, notably towards the Seychelles.

The Doulos, the world's oldest ocean-going passenger ship, may live on

It appears that the world's oldest ocean-faring passenger ship may once again avoid the scrap yard. A buyer that intends to preserve the 95-year-old, Newport News-built MV **Doulos** made a last-minute offer to purchase the ship this week from the German charity GBA Ships, organization officials confirmed Friday. The **Doulos'** tenure as an ocean-faring vessel, however, may be over.

The buyer, which the charity declined to name pending the finalization of the contract, will use the ship as a "floating facility," permanently berthed alongside a pier at an undisclosed location. Organization officials said last month that it was negotiating with buyers from the Philippines, Singapore and South Africa. They said the ship could be used as a training center for mariners, a charity mission or a museum.

Once the ship is floated to its new home, the **Doulos** will no longer sail. "We have accepted the offer, and (our) broker is working on the memorandum of agreement," said Ken Miller, a GBA Ships spokesman in Germany. "We hope that can be signed early next week." Miller declined to reveal the purchase price.

The ship has been laid up in Singapore since late last year, requiring as much as \$18 million in renovations to meet new international requirements. GBA Ships said in February that it could no longer afford to keep the vessel, and unless a buyer emerged by the first week of March, the charity would be forced to sell the **Doulos** for scrap.

As weeks passed, it appeared more and more likely the **Doulos** was headed for its final chapter.

Built in 1914 by the Newport News Shipbuilding & Drydock Co. as an onion courier called the SS **Medina**, the 421-foot vessel has been saved from the scrap yards on at least three occasions. For several years, the ship plied the Atlantic coast, delivering dry cargo from Maine to Panama. It served as a military supply ship for both world wars.

In 1950, it was converted into a passenger vessel called the SS **Roma** and ferried religious pilgrims from the United States to Italy for the Roman Catholic Holy Year. **Source : Daily Press**

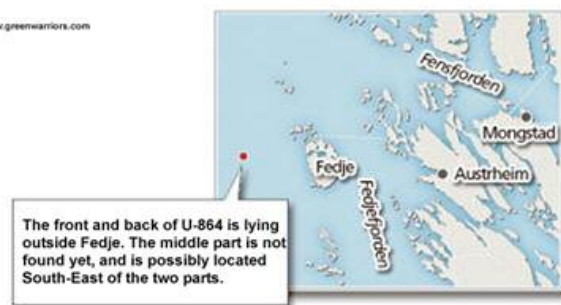
Submarine wreck raising explored further

The independent quality assurance process of **U-846** has highlighted several areas which remain uncertain. An accident related to the submarine's mercury cargo can damage the surrounding ocean and coastal environment. Raising the wreck will therefore require further investigation to ensure the operation is sufficiently planned and meets an acceptable standard with regards to the environmental concerns and risks.

-The government has not changed its view on the matter. The submarine wreck will be dealt with in the best possible way for the environment; taking into account safety, our productive waters and coastal areas, and the population in

these areas. We cannot afford to let a failed operation put the environment at risk. The responsible thing to do now is to obtain the knowledge we lack before proceeding, says Norwegian Minister of Fisheries and Coastal Affairs Lisbeth Berg-Hansen.

Translated by www.greenwarriors.com



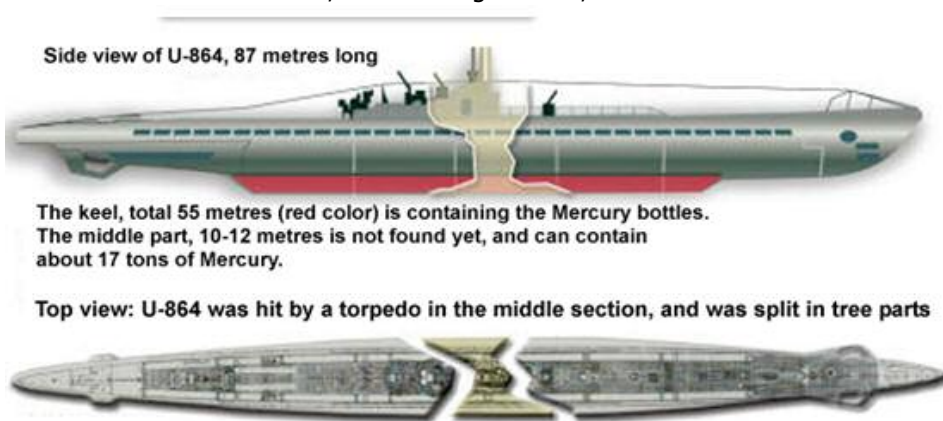
The government will further explore the different alternatives for raising the wreck. The final solution must satisfy all environmental standards as well as be responsibly managed. To ensure a responsible alternative, the government has requested that options to cover the wreck, and potential alternatives such as combining covering and raising the wreck, are included in the investigation.

-There are substantial technical and scientific reasons for why we are now conducting a further investigation of the case, says Minister of the Environment and Development Erik Solheim. It is necessary to ensure that all potential environmental consequences are explored and evaluated, before measures are put in place. When the investigation (pre-study and quality check KS1) is complete, the government will report back to Parliament. The members of the investigation committee will be chosen among those companies prequalified to conduct such analysis. This will be done in co-operation with the Ministry of Finance.

-The investigation will commence as soon as possible. The report on Quality Assurance concludes that we are not under time pressure. We must spend the time we have available to reach a best possible solution to deal with the potential mercury pollution, says Berg-Hansen.

U-864 wreck – Mammoet Salvage's response to the decision by the Norwegian government

Mammoet Salvage was extremely surprised by the announcement on Friday (March 5) by Norway's Minister of Fisheries and Coastal Affairs, Lisbeth Berg-Hansen, that no final decision had been taken on the recovery of



the **U-864**. Instead, the Norwegian government intends to undertake a further study of the removal of this submarine which has a cargo of toxic mercury, further to a report by the Dovre Group. Mammoet was not invited by the Ministry to provide further clarification or respond to criticism in the report, although that is a common procedure in the salvage industry. However, we did have contact with the Norwegian

Coastal Administration (NCA) to clarify some aspects of the contract. Further to this we recently renegotiated the contract with the NCA. We are astonished that the Ministry did not mention the new contract to Parliament and that the bill presented to Parliament includes outdated facts.

During the qualification stage of the project, **Mammoet's** salvage proposal was selected as the preferred option as it will effectively protect both the environment and salvage personnel. The proposal was then refined to further reduce the risks. At a later stage, Dovre Group and Transportøkonomisk institutt issued a report which was surprisingly critical of Mammoet's proposal. Specifically, Dovre suggested that Mammoet did not have the resources or expertise for a project of this nature, an allegation we consider to be completely unfounded. Mammoet responded to the NCA about all the issues raised, but our response appears not to have been considered by the Minister when taking this decision.

Development of the salvage plan

Mammoet is also extremely surprised that the Norwegian government now seems to be considering the option of capping the wreck, instead of recovering it. Helga Pedersen, the previous Minister of Fisheries and Coastal Affairs, expressed a clear preference for the recovery of the **U-864**. Mammoet's salvage plan was developed over a period of eighteen months, in cooperation with external specialists such as NCA, DNV and Vogt & Wiig lawyers. DNV studied the plan in detail and considered it to be the safest option for recovering the hazardous cargo. Mammoet's tender based

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 068

on this plan was selected, subject to approval by the Norwegian parliament. Hence, the sudden change of procedure by the current Minister is difficult to understand. Presumably the questions which have now been raised will be presented at the hearings where we will be able to respond to them.

Norway's green image

It seems surprising that a country like Norway, with its green reputation, would consider leaving 67 tons of toxic metallic mercury on the seabed. Although capping it would reduce the threat it would seem obvious that removing the mercury would be the best long-term solution. Furthermore, the Norwegian government has decided to remove the wreck of the warship Murmansk. Although that wreck is visible, it poses a smaller threat to the environment than the wreck of the **U-864** which is resting invisibly on the seabed.

Invitation

Mammoet Salvage expects to be invited to meetings of the review committee and is looking forward to the opportunity to explain the method and procedures of the salvage plan in greater detail. **Mammoet Salvage** is willing and able to answer any questions related to the project. At an earlier stage, DNV raised some questions which we addressed in detail and resolved to their satisfaction. DNV is Norway's world class survey company, recognized by the maritime industry throughout the world.

The U-864 time bomb

On 9 February 1945, the German submarine **U-864** was torpedoed by the British submarine **HMS Venturer**. The **U-864** sank about two nautical miles west of the island Fedje, just north of Bergen, with the loss of all 73 on board. The submarine's cargo included approximately 67 tons of metallic mercury which is highly toxic. As the **U-864** was on a mission it was also carrying a full load of weapons. The vessel's wreckage is considered to be a potential long-term threat to human health and the environment.

Extensive experience

Mammoet Salvage B.V. is part of the **Mammoet Holding B.V.** (worldwide heavy transport and lifting specialists) which was awarded the contract of the salvage of the Kursk Russian nuclear submarine in 2001. Since then **Mammoet Salvage** has carried out a range of salvage projects throughout the world. The company emphasizes innovative engineered solutions to improve safety and reduce costs.

There she blows as barge goes

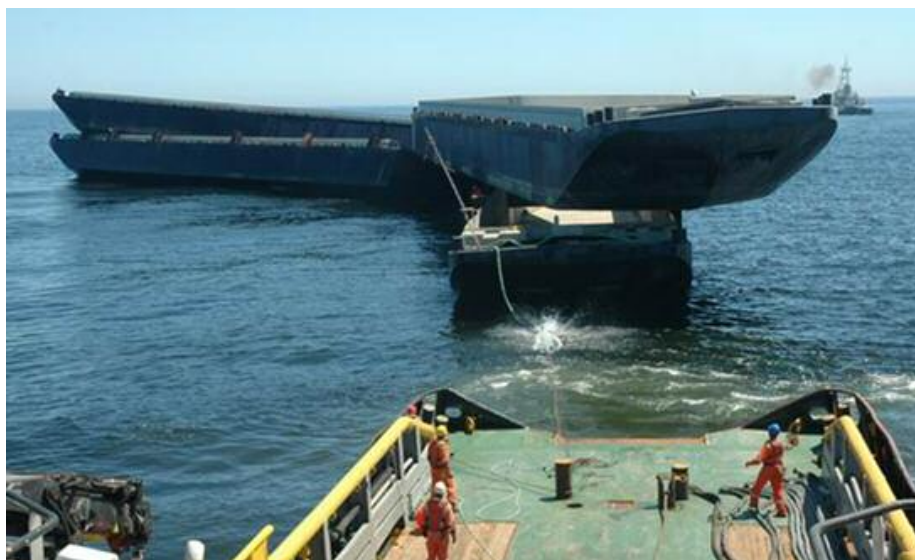
With an explosion that rocked Jacobsbaai, the massive barge carrier **Margaret**, which was a new vessel when she ran aground off the Cape West Coast, in June last year, was reduced to a smouldering wreck almost half her original size.

According to the salvors, the explosion tipped into the sea the top six river barges the Margaret was carrying as cargo. The barges were salvaged.

The massive barge carrier **Margaret** was reduced to a smouldering wreck. **Photo : Glenn Kasner (c)**



"She looks totally different now," said the head of salvors Smit Amandla Marine, Dave Main.



He said the explosion had dropped the vessel from a height of 50m to 30m and had allowed the barges to slide off and got the dry dock walls off. He said though some barges would be damaged at least two would be "okay".

The **Margaret**, which was built in China, was being towed from the shipyard to the Netherlands when the tow rope broke in a storm near Saldanha Bay on June 24. The eight-storey-high barge was carrying 12 river barges and two floating drydocks, and was estimated to be worth about R300m.

Its Dutch owner spent R21m trying to salvage the barge before he ran out of money. Durban blasting expert Charles Mitchell died last week after falling off a ladder while helping prepare the barge for the blast.

Mitchell, of Kloof, was the blasting contracts manager for the Durban-based Blasting & Demolition Services, and had just started work with a team of demolition experts when he fell from a 3m-high ladder. He had been wearing safety equipment, including a helmet. **Source : iol.co.za**

BIMCO Reflections 2010 announced

The compelling need to prevent shipping regulation becoming fragmented, the importance of recognising IMO as the agency to govern shipping's response to greenhouse gas emissions, the contribution of the human component and the need for positive action on piracy are four strands of BIMCO's Reflections for 2010, published this week. "This represents the BIMCO 'bird's eye view' of the most critical and difficult issues currently facing the industry" commented President of BIMCO Robert Lorenz-Meyer.

Reflections 2010 encapsulates the consensus view of the world's biggest shipping organisation on what it regards as the four most compelling issues and which the industry needs to tackle regardless of today's challenging commercial pressures.

Central to all of these issues is that of the need to keep regulation global, and control the forces of unilateralism, regionalism and the tendency to make local laws, which threaten to make the operation of internationally trading ships chaotic. BIMCO suggests that the International Maritime Organisation and other international bodies represent the only viable vehicle for regulation of a global industry, and that the regulation of shipping should be undertaken principally through these bodies, if a "patchwork" of local regulation is not to emerge.

The disappointing outcome of the recent UNFCCC/COP15 conference creates an uncertain climate for shipping as it goes forward, as there is still no common view on the treatment of marine transport, with even more pressure on IMO to deliver solutions acceptable to both industry and society. BIMCO has pledged to put its weight behind IMO in this important work.

The human element, now recognised as a crucial component in both marine safety and efficiency, has become central to BIMCO's agenda, and during the current Year of the Seafarer will be further emphasised. The BIMCO/ISF Manpower Study will provide vital information on the supply and demand of seafarers later this year. The organisation continues to work hard to support fair treatment for seafarers, and to discourage their criminalisation in the case of marine accidents. The entry into force of the International Labour Organisation's Maritime Labour Convention is also

an important milestone which BIMCO will work towards, while the updating of the STCW Code will help to ensure that training and competency are aligned with the needs of an increasingly technological industry.

The plague of piracy, notably in the Gulf of Aden and Somali Basin has become the most serious security challenge facing commercial shipping, despite the efforts of naval forces and Best Management Practices aboard merchant vessels. BIMCO, which has launched its Automated Voyage Risk Assessment Service to help owners gauge all security risks, lobbies hard for more effective defences, a government based solution to the security situation ashore in Somalia and an effective legal regime to prosecute pirates. **Source: BIMCO**

Frustrated Pirates Seek Valuable Information

The international Anti-Piracy patrol is winning the battle for control of the Gulf of Aden, but is still vulnerable in more distant waters. For example, on March 5th, a small tanker was taken north of Madagascar, over a thousand kilometers south of Somalia (and more than 1,500 kilometers from the pirate bases in Puntland). The tanker had travelled from the Persian Gulf, swung east of the Seychelles islands to avoid pirates, and was on its way to Tanzania (just south of Kenya), when it was seized.

Most of the thousand or so pirates in Puntland are not willing, or able, to travel that far to find a vulnerable ship to capture. So most continue playing tag with the foreign warships that escort convoys and guard two shipping channels through the Gulf of Aden. The pirates, shadowed by UAVs and maritime patrol aircraft, are increasingly unable to get near a merchant ship not in sight of a warship. In one case, some four dozen pirate speedboats were closing in on 31 merchant ships being escorted by warships, apparently hoping to overwhelm the security. The warships are not allowed to fire on pirates who are not actually attacking. Chinese warships then showed up, demonstrating an intention to shoot first, and the pirates backed off.

Merchant ships are doing more to defend themselves. It's increasingly common for commercial ships to carry armed security teams. So far this year, four ships so equipped fought off pirate attacks with gunfire. This caused the pirates to retreat.

In response, pirates are increasingly going after smaller, ocean going, fishing boats, to use as mother ships. Towing two or more speedboats behind them, these mother ships can travel to the Seychelles or Madagascar, looking for less well defended, or alert, prey. It's believed that some of these mother ships have arranged to use spies within the shipping and insurance industry, to obtain location information for ships moving around the Seychelles or Madagascar. Shipping traffic is much less out there, compared to the Gulf of Aden, and without specific GPS coordinates, the mother ships could cruise around for weeks without finding suitable prey. In response, the anti-piracy patrol is looking for, tracking, and seizing, mother ships. It's not easy being a pirate, but the money is still good for those that take a ship. **Source : Strategy Page**



info@nexumcm.nl
www.nexumcm.nl
Contact: Ad de Kock
M: +31.653.813178

Contract Management • Mediation

Riverdance ferry captain runs with RNLI rescuers

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 068

The captain of the **Riverdance** ferry, which ran aground off the coast of Lancashire in 2008, has been reunited with some of the rescue team. Jim Smith and his crew were among 23 people airlifted from the stricken ship after it was struck by a freak wave. It remained off the coast of Cleveleys for months, becoming a tourist draw, until it was finally broken up.

On Sunday, he ran Bath's half marathon with some of the Fleetwood lifeboat crew to raise £5,000 for the RNLI.

Capt Smith was Master onboard the MV **Riverdance** when it ran aground in treacherous weather conditions in January 2008. Although the lifeboat was not directly involved in his rescue, he said he remembered seeing the vessel alongside the Riverdance's port side.

Speaking for the first time since the incident, Capt Smith, from Cumbernauld near Glasgow, told the BBC that it was completely unexpected. "The high winds, the shallow end of the sea, the swell building up, the un-securing of the cargo - it was just the combination, and it just snowballed," he said. Capt Smith spent 12 years on the MV **Riverdance** and revealed he was unable to watch the salvage operation that saw the ship dismantled. "I saw her lying on her side and that's the only time I saw her. I never saw anything else, I just didn't want to look at it," he added.

A Marine Accident Investigation Branch (Maib) report last year made a series of recommendations in its report into the accident and Capt Smith said they were being implemented. "There's a good number of lessons to be learned across the whole board, shore and sea, as to what to learn from it," he added. "So hopefully everybody will take all these recommendations on board and turn them into practice." Fleetwood and Lytham St Annes lifeboats joined rescue helicopters in the rescue operation on 31 January, the RNLI said. The boats stood by in "horrendous" conditions - including force 10 winds, sleet and darkness - to recover any casualties who may have dropped into the sea. Capt Smith was among a team of seven running to raise funds for the RNLI. **Source : BBC**

First cruise ship of year visits Hunter

NEWCASTLE hosted its first cruise ship visit of the year, the penultimate journey for the ocean liner before Newcastle becomes its home port. About 2000 passengers stepped ashore from the **Dawn Princess**.



Another visiting vessel, **Volendam**, will stop in the city on March 15, before **Pacific Sun** takes up residency in the Port of Newcastle from September. Cruise Hunter manager David Brown said more than 300 passengers visiting yesterday toured Port Stephens, the Hunter Valley, Maitland and Morpeth and wider Newcastle.

Photo : Gary Luxton ©

About 1600 people explored the inner city or took private tours. Popular attractions included Queens Wharf, Fort Scratchley, Nobbys Beach, Christ Church Cathedral, Hunter Street Mall markets and Darby Street, Mr Brown said. Between 60 per cent and 70 per cent of voyagers were domestic tourists, while the other 30 per cent to 40 per cent were international passengers, mostly from North America and Europe. Mr Brown said that after next week's cruise stop, attention would turn to preparing Newcastle as home port. Newcastle Port Corporation and the State Government will spend \$2.5 million refurbishing Channel Berth on Dyke Point to cater for **Pacific Sun**.



The **SMIT SEINE** seen in Rotterdam-Europoort - Photo : Leen van der Meijden ©

New sewage plant regulation threatens shipowners

Shipowners may receive heavy fines and imprisonment if they fail to meet international rules for organic load in sewage plants. The matter will be discussed at the upcoming Royal Institution of Naval Architects (RINA) conference in London on 10-11 March.

Stringent guidelines on black water treatment were implemented on 1 January. Outlined in the MARPOL 73/78 rules under the IMO MECP 159(55) Resolution, the guidelines restrict treated sewage contents of BOD5, TSS, COD, thermo-tolerant coliform bacteria and chlorine.

The new regulations are problematic because even shipowners with newly approved sewage plants run the risk of receiving both fines and imprisonment, as their sewage plant might be considered too small. Although a quote for a sewage treatment plant is normally requested by specifying the number of persons onboard, a sewage plant is approved based on hydraulic load (litres per day) and organic load (kg of BOD5 per day).

"The problem arises as there are no rules governing the conversion of these loads into number of persons, and that some manufacturers exploit this regulatory void to target low prices rather than low effluents. The resulting sewage plant may have been cheap but is very likely not efficient enough and thus leaves the shipowner little leeway when the inspection comes," said Jakob le Fevre, Product Director at Gertsen & Olufsen in Denmark.

The size and extent of the punishment depend on the territory: imprisonment under Danish law can be up to two years, and in Canadian waters, under the Canada Shipping Act, the penalty is a fine of up to CAD 1 million (USD 968,232), imprisonment for up to three years - or both.

Gertsen & Olufsen is the developer and supplier of the G&O Bioreactor, a fully biological sewage treatment plant for offshore and ship use. Le Fevre explained that a sewage plant, despite its official approval, may be grossly undersized due to a liberal attitude when converting the organic load and BOD5 into the specified number of persons.

The German sewage treatment plant testing facility Prüfinstitut für Abwassertechnik (PIA) in Aachen, has suggested using 750mg of BOD5/litre of black water as a minimum when assembling a sewage plant meant for marine use.

"If you combine PIA's organic load minimum with the values for hydraulic load, the result is a minimum of 75 grams of BOD5 per person per day for grey and black water and 53 grams when treating black water alone. Some manufacturers, however, specify organic loads as low as 13.5 grams of BOD5 per person per day," le Fevre said.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 068

Until next week's meeting, the only thing shipowners and designers can do to ensure that their sewage plant is in order is to specify organic and hydraulic loads. **Source: FIS**



VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,
lifting beams, crane blocks, turnbuckles etc.

Nijverheidsweg 21 3161 GJ RHOON The Netherlands

Telephone: (+31)105018000
(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl

info@vlierodam.nl



Maritime and Coastguard Agency warn sea users in advance of planned strike

Contingency arrangements are in place to ensure that the MCA will continue to provide an Emergency service. The industrial action is by those responsible for co-ordinating rescues. The rescuers themselves will continue to operate as normal. The Agency is therefore reminding the public to take extra care whilst on the sea, beach or cliffs. The MCA is particularly urging the boating public to think carefully about their plans and to make sure they are aware of standard safety advice before considering going afloat next week.

Boat users are strongly reminded that:

- A suitable up to date marine weather forecast should be obtained before putting to sea
- Skippers should make sure that everyone on board has a lifejacket and is wearing it
- A fixed or handheld radio should be taken. Mobile phone coverage at sea is far too unpredictable
- Suitable in-date flares should be carried
- Warm clothing should be stowed in the event of a lengthy breakdown
- A torch and spare batteries are absolutely essential. They can be used to guide a rescue helicopter or lifeboat towards you
- An on-shore contact should be identified and a passage plan worked out in advance to ensure no one is left worrying about potential late arrivals

MCA Chief Executive, Peter Cardy, said :

"Early next week our normal service will be affected by industrial action. Plans are in place to provide cover, but I am encouraging everybody working or playing on the sea or on the beach to take extra care, and to take heed of our safety advice. "The Agency is absolutely committed to maintaining the safety of life at sea. Detailed contingency plans will be in place and although our services will be more limited than usual, the public should know that distress calls will be answered as normal." The MCA are also reminding sea users to not only watch out for themselves, but for others too.

Peter Cardy added:

"The message is still the same - if you see something that you believe is dangerous or putting peoples lives at risk, don't delay. Use the distress VHF Channel 16, or if near a shoreline, dial 999 and ask for the Coastguard making sure

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 068

you know your own position. "Sea users should also be aware that this industrial action is by those responsible for co-ordinating rescues. The rescuers themselves will continue to operate as normal."

The following services remain unaffected:

- Helicopters will continue to fly
 - RNLI lifeboats and lifeguards are available as usual
 - MCA Volunteer Coastguard Rescue Officers are ready in their local communities
 - As usual when out at sea, other ships and craft will assist others in distress
 - Our emergency tugs and pollution control experts will respond to any shipping incidents that threaten the environment
- Source: Maritime and Coastguard Agency (MCA)



The **EBBA MAERSK** seen departing from Rotterdam-Europoort - Photo : Jeroen Borst (c)

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

NAVY NEWS

Saluutschoten voor Hr.Ms. Van Speijk op Aruba

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 068

Met het afvuren van 21 saluutschoten liep **Hr.Ms. Van Speijk**, het stationsschip in het Caraïbisch gebied, de haven van Oranjestad binnen.



Het was, sinds haar aankomst op 16 februari in het Caraïbisch Gebied, de eerste keer dat het Multipurposefregat (M-fregat) in Aruba aanmeerde. Tijdens haar binnenkomst werd, volgens traditie, een saluut van 21 schoten afgegeven als eerbetoon aan de Gouverneur van Aruba, Fredis Jose Refunjol. Deze werden door marinepersoneel werkzaam op Aruba vanaf de wal beantwoord met tevens 21 saluutschoten.

Hr.Ms. Van Speijk is sinds half februari in het Caraïbisch Gebied om haar taken als stationsschip uit te voeren. Het schip van de Koninklijke Marine voert counterdrugsoperaties en kustwachtaken uit en kan humanitaire hulp verlenen bij rampen. De Van Speijk heeft 154 bemanningsleden en het M-fregat is uitgerust met een Westland Lynx helikopter.

Russia Conducts Black Sea Drills Under Nato Supervision

The Russian Navy's Black Sea fleet has completed a warship drill off the coast of Abkhazia under the supervision of a Nato vessel, according to a Russian Navy official. The Russian Navy official was quoted by Ria Novosti as saying that the drills involved a dozen warships, were carried out in close cooperation with the coastguard forces of the former Georgian republic of Abkhazia and were watched by a US Coastguard vessel. The official said the **USS John Hall** was in the Black Sea area on its way to conducting joint drills with Georgian Navy coastguard vessels. The main task of the American vessel in the Black Sea was not the practice of Georgian-American interaction on the sea but in tracking the drills of the Black Sea fleet, according to the official. **Source : naval-technology**

SHIPYARD NEWS



Rotor®tug (KST bv.)
Boompjeskade 123 3011 XE Rotterdam
The Netherlands
+31 (0)10 201 0040
www.rotortug.com email: info@rotortug.com

**ROTOR
TUG**
ALL-ROUND PULLING & PUSHING

New ship-repair yard of Azerbaijan State Caspian Sea Shipping Company receives first orders

A new ship-repair yard of the Azerbaijan State Caspian Sea Shipping Company, which is under construction in Zikh settlement, has already received the first orders. Chief of the company Aydin Bashirov said that the new ship-repair yard has already received the order from the Kazakhstan party on repair of two tankers with carrying capacity of 13,000 tons each. "Work will be started begin in April. Turkmenistan has also vessels which are engaged in oil production and they are under repair during 5-6 years. As the result, neighboring countries carry out repair of small vessels in Azerbaijan," A. Bashirov told. The new yard is constructed for displacement of plant named after the commune of Paris, located actually in the central part of Baku. **Source: ABC**

"CFL PENHAR" Launched by Peters Shipyards

By : Marius Esman

Saturday, March 6th., yard number 820 of Peters Shipyards in Kampen, the Netherlands, was named "**CFL PENHAR**". The ship is the fifth Jumbo 6500 1A box shaped single deck general cargo ship ordered by Canada Feeder Lines BV, Groningen, The Netherlands. After the naming ceremony on this sunny afternoon, with a strong cold wind blowing, the "**CFL PENHAR**" slid successfully around 16:30 hours into the water.



- IMO number: 9534365 - Flag: The Netherlands - Home port: Groningen
- Class: Lloyd's Register of Shipping, +100A1, LMC, UMS +SCM; Finish/Swedish Ice Class 1
- Gross tonnage: 4.106 - Net tonnage 1.747
- Deadweight: 6.510 Tons
- Loa x B x d: 118,70 m x 13,40 m x 6,08 m (fully loaded)
- Number of holds: 2; Capacity Hold 1 = 66.559 cuft; Capacity Hold 2 = 213.202 cuft.
- Container capacity 256 TEU
- Main engine: MAK 6M25 1.980 kW at 750 rpm.
- Speed: abt. 12 knots.

Abu Dhabi Ship Building looks for new clients in North Africa

Emirates Business reported that Abu Dhabi Ship Building is looking towards a new client base in countries in North Africa. Specialized in the construction, repairs and upgrades of both naval and commercial ships, ADSB said that its order book for 2010 exceeds AED 4 billion.

Mr Mohamed Salem Al Junaibi GM of ADSB said that the first of the 6 most advanced warships worth USD 1 billion Beynouna will be launched in the Q2 of 2010.

Mr Al Junaibi said that we are very optimistic about 2010 and the coming years. Being the only such company in the region with a capability to service both military and civilian clients, we have seen our business opportunities grow significantly over the past few years. We also enjoy the privilege of having a great order book. The book orders were worth Dh3bn in 2009 alone and have a backlog of USD 4 billion in 2010. Almost 80% of our business is military, while 20% is commercial.

According to him, ADSB's facility in Mussafah in Abu Dhabi has the capacity to construct highly sophisticated complex vessels. The company has the capability to supply, integrate and upgrade sophisticated state of the art combat systems plus the provision of full, throughout life, support of the platform and systems. He said that we specialize in the construction of highly complex naval ships including the integration of weapon combat systems. The first of the six 71 meters long corvettes, the heavily armed surface combatant Baynunah warships will be ready for delivery in the summer of 2010. The first vessel was built by Constructions Mécaniques de Normandie. Works of the remaining ships are progressing at ADSB's Mussafah yard in Abu Dhabi.

Mr Al Junaibi said that we are currently working on some deliveries due to Bahrain. There is an immense opportunity in the market. North Africa is a market which we will be interested in targeting. In terms of commercial vessels, ADSB has several new building projects under development ranging from tug boats and dredgers to product carrying tankers.

He said that our facilities accommodate new build commercial vessels including tug, pilot and work boats as well as supply and crew change boats. More complex projects have included dredgers and coastal tankers. We secure long agreements with our clients. When it comes to commercial vehicles we do enjoy long agreements with our clients here, especially the petroleum companies. We have an agreement with them that exceeds 3 years.

Source : Emirates Business 24/7

Need Cheap & Secure Lay-up?

In our protected, private harbour just outside of Rotterdam, we offer premium and secure lay-up facilities for seagoing vessels, barges and pontoons as well as extensive services to manned or unmanned vessels in lay-up, all against affordable prices. Dutch Harbour is suitable for vessels up to 200 m in length and with a draft up to 5.50 m, while its 700 m floating jetties safeguard against any tidal influences. The harbour entrance is closed off by a floating security barrier and the surrounding harbour terrain is accessible only to owners and crew. Harbour access is monitored 24h by security cameras.

For additional information and rates, please contact

Dutch Harbour Lay-up Services

Harbour G950 • Griendweg 14, 's Gravendeel

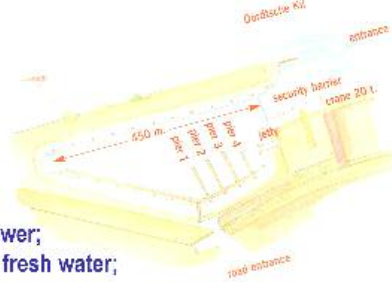
T: 085-8779114 • F: 085-8779115

E: info@dutchharbour.nl • W: www.dutchharbour.nl



Facilities:

- Closed, private harbour;
- Secure mooring & safe access;
- Camera surveillance;
- Free domestic garbage disposal;
- Free wireless internet.



Optional Services:

- 380V/220V shore power;
- Supply of MDO and fresh water;
- Crane services;
- Various alarm systems for cold lay-up.

Esbjerg gets top facilities for rig projects

Semco Maritime has secured a dedicated area for refurbishment of jack-up rigs and is considering whether there is a basis for establishing a dry dock. The area will improve the rig facilities and make the harbour capable of receiving all rigs from the North Sea area.

Semco has rented an area of 10,400 square metres - an area which is being backfilled in the former 4th basin. This will ensure a huge base for our business area Rig Projects, furthermore the harbor of Esbjerg extends the existing Tampenkaj to 220 m and braces it, so that it will be able to carry constructions of up to 5,000 tons. In addition, a jetty at the 6th basin will be moved, which will make the approach 127 m and increase the water depth from 7.5 to 10.5 m.

"We see the new facilities as another improvement for the rig operators in the North Sea area, since we will be able to accommodate most rig types and have several rigs off the quay at the same time. It will meet our requirements in the short run at least", says Vice President of Rig Projects at Semco Maritime, Hans-Peter Jørgensen.

Besides the future facilities, which are located close to Semco Maritime's own production facilities and a number of subcontractors, the company is considering whether it is realistic to launch plans of transforming the 5th basin to a dry dock. Based on the assumption that the approach is dredged further, the harbour of Esbjerg will be capable of accommodating the largest rigs from the North Sea area.

"With the upcoming facilities - and possibly a new dry dock - we will be able to offer rig operators easy access to not only the best facilities found in a Danish harbor, but also to some of the best conditions throughout the North Sea area. It will make us extremely competitive", says Hans-Peter Jørgensen. **Source: Semco Maritime**



The **APL OMAN** seen approaching Rotterdam – **Photo : Fred Vloo ©**

ROUTE, PORTS & SERVICES

 Transport & Offshore Services	GLOBAL SHIP DELIVERY	<ul style="list-style-type: none">• ISM Protocol• Flag State Service• Certification• Daily Reports• Vessel Tracking• Passage Planning• Technical Services• Maintenance• Crew Training		
				
www.tos.nl TOS Rotterdam (+31)10 – 436 62 93 E-Mail info@tos.nl				

PNSC to buy five cargo ships

Chairman Pakistan National Shipping Corporation (PNSC), Brigadier (Retd) Rashid Siddiqui said PNSC has already purchased two oil tankers, while five cargo vessels with a total cost of Rs 100 million would be purchased soon as negotiations in this regard are being held with the federal finance department and SBP for provision of funds and long-term loan.

He informed five cargo ships of PNSC would be scrapped soon, therefore, so corporation would need new ships so that performance of the organization could be enhanced. He mentioned that value of cargo ships has decreased by 50 percent all over the world, therefore, the corporation wants to buy more cargo ships so that shortage in the fleet could end. The shipping corporation with a total cost of Rs 78 million dollars has bought two oil tankers -**MT Lahore** and **MT Karachi**. **Mt Lahore** has sailed out for trade while **MT Karachi** would be handed over to PNSC soon, the Chairman said. The Chairman informed that currently PNSC has 11 ships in its fleet for cargo handling. He urged PNSC should be utilised, as shipping agency and all government institutions of the country should use our ships for import and export of goods as this would cut expenditures and put an end to commission menace. **Source: Daily Times**

Pronova CT drying systems on board the NB 82 built at Bergen Group for Volstad Shipping AS

Born from a vast maritime background **Pronova CT**, headquartered in The Netherlands, sets new standards in Green water treatment (freshwater & seawater) and equipping of drying rooms with their solution-oriented thinking and close-to-the client approach to business. Pronova specialized in the worldwide supply of state-of-the-art equipment, with the focus on the Maritime and Offshore markets with particular emphasis on the Seagoing, Offshore, Search and Rescue, as well as Defence and Governmental segments.



New to join the ranks of satisfied clients is the crew on board the offshore seismic research vessel **NB 82** for the Norwegian Ship-owner Volstad Shipping AS, the modern and international shipyard located at Rissa, close to Trondheim. They ordered multipurpose drying systems, all made from high-quality seawater resistant steel, to dry their crew's complete work wear, from survival suits jackets and trousers to headgear, boots and gloves.

The drying systems are built for long-term use and are made from solid stainless steel so no matter how rough it might get out at sea the drying systems provide stability and efficient and reliable drying results. The crew on board the NB 82 can now enjoy working in constantly dry work wear which not only improves their motivation but also leads to less sick leaves due to wet and damp clothes. It goes without saying that healthy and fit staff are more motivated which automatically makes for an excellent work environment.

From an economic point of view it has to be said that properly maintained work wear has a longer lifetime which in consequence brings down the purchasing costs of new clothes; further it was found that the drying systems can be financed just by saving one day of sick leave per employee.

If you would also like to improve your work conditions contact us, we'll be happy to help!
We look forward to hearing from you! www.pronovaCT.com

Hyundai Heavy develops eco-friendly marine engine

Hyundai Heavy Industries Co., the world's No. 1 shipbuilder, said it has developed an environmentally friendly marine engine that meets toughened regulations on greenhouse gas emissions. The company said it is the world's first marine engine that meets the new standards of the International Maritime Organization. "The new engine reduces emissions of nitrogen oxides by 15 percent," it said in a press release. Nitrogen oxides, often referred to as NOx, are known as a major greenhouse gas and air pollutant. The product has been delivered to Yangfan Shipyard, China, after a test run, and will be installed in a bulk carrier, it said.

"Shipowners' demand for environmentally friendly products is increasing as awareness of the impact on the environment increases. Producing the first environmentally friendly engines meeting new IMO standards gives us a distinct advantage in this growing market," said Kim Eung-sung, the firm's senior vice president. Hyundai Heavy is the world's largest engine producer, taking 35 percent of global marine engine market. It has been developing environmentally friendly marine engines as well as other vessel parts such as turbochargers, fuel valves, air coolers designed to meet toughened environmental regulations. The IMO, a U.N. agency, has tightened the regulations for maritime transport emissions. As for NOx, the maximum emission target for marine engines has been slashed from 17 grams per 1kWh to 14.4 grams. Ships built from Jan. 1, 2011 must have engines that comply with the new emissions targets. **Source: Korea Herald**



Above seen the first time caller at the port it is the **Maersk Jackson** arriving at Port Chalmers 7/3/10 to exchange containers. **Photo : Ross Walker (c)**

Majority wants to scrap icebreakers

Despite the coldest Danish winter in 14 years, it is believed that the state owned Danish icebreakers will remain in port yet again this year. The last time they were in use was in 1996.

"The service is something we should try to change as soon as possible so that we are not paying for an unnecessary service," says Henriette Kjær of the Conservative Party, who - in this matter - has the support of the Social Democrats, Liberals and the Danish People's Party. Ice-breakers have been increasingly idle in recent years, not least because harbours are able to break ice themselves using tugs, and modern ships in the open seas have become larger and have more engine power. The Danish Harbour Association Chairman Uffe Steiner Jensen said in December that ice-breakers were an anachronism and unnecessary. **Source:** politiken.dk



Historic old name in shipping world finally disappears

One of the historic old names of the shipping world has finally disappeared from the shores of SA. P&O Ports Nationwide Cargo Terminals (POPNECT) has changed its name to DP World Cargo Services – reflecting a shareholding change in 2006 when the global marine terminal operator DP World acquired all the shares in POPNECT's parent P&O,

The name change also reflects the company's focus on the value enhancing additional cargo services it offers customers beyond its core port stevedoring business. "It goes without saying that a holding company of the size of DP World offers its subsidiaries huge financial, educational, operational, managerial and safety support along with our BBBEE Partners Nationwide, who are still very much on board," said Ian Hall, MD of DPWCS. **Source :** cargoinfo.co.za

OLDIE – FROM THE SHOEBOX Tragedy in Wellington Harbour



The sinking of the Lyttelton–Wellington ferry Wahine on 10 April 1968 was New Zealand's worst modern maritime disaster. Fifty-one people lost their lives that day, another died several weeks later and a 53rd victim died in 1990 from injuries sustained in the wreck. The **Wahine's** demise also marked a coming of age for television news broadcasting in New Zealand as images of the disaster were beamed into the nation's living rooms. The footage was later screened

around the world as the international media spotlight focused on Wellington.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 068

Would-be rescuers stood helplessly on the beach at Seatoun as the **Wahine** succumbed to one of the worst storms recorded in New Zealand history. It seemed impossible that so many lives could be lost so close to shore. Although the main cause of the accident was the atrocious weather conditions, the subsequent inquest also acknowledged that errors of judgement had been made both on board the ferry and on shore. Shipwrecks were commonplace in the 19th century, but this was the 1960s – how could a large, modern vessel founder almost within sight of New Zealand's capital city? **Source : The New Zealand History**



Motion Monitoring Services

www.sirimarine.nl



Salvage Operations



Weather Dependent Lashing



Heavy Transport/ Heavy Lift

.... PHOTO OF THE DAY



Above seen the 1987 built vehicle carrier **ATLAS HIGHWAY** entering Grand Harbour, Malta Friday 5th February 2010 piloted by Capt. **COLIN FORMOSA**. Ship is represented by **ATTRANS INTERNATIONAL TRANSPORT, MALTA**.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com (c)

BOEKBESPREKING

Door : Frank NEYTS

“Mooring and Anchoring Ships. Vol. 1 & 2”.

Bij **The Nautical Institute** in Londen verscheen in twee delen het standaardwerk “**Mooring and Anchoring Ships**”. Het eerste deel heeft als ondertitel ‘**Principles and Practice**’, het tweede ‘**Inspection and Maintenance**’. Bij het aan- en afmeren van schepen gebeuren, zowel op de kaai/steiger als aan boord van het schip, onaanvaardbaar veel incidenten, vaak met verstrekking leed als gevolg. Hetzelfde geldt bij het ankeren van schepen. Het is dan ook geen luxe dat The **Nautical Institute** uitpakt met een goed gedocumenteerd boek over deze onderwerpen, geschreven in een duidelijke taal met glasheldere illustraties.

De kennis die de twee boekdelen meegeeft is dan ook een absolute must voor alle opvarenden van handels- en marineschepen. Wie bovendien, als niet varende, interesse heeft in wat reilt en zeilt aan boord van een schip, zal aan deze boeken heel wat genoegens beleven!

“**Mooring and Anchoring Ships Vol 1 & 2**” (ISBN 978-1-870077-93-4 voor Volume 1 en ISBN 978-1-870077-94-1 voor Volume 2), werden op A4-formaat uitgegeven, kosten samen £130 en tellen elk 264 pagina's. De boeken kunnen ook afzonderlijk worden aangekocht en kosten dan elk £75. De prijzen zijn exclusief P&P. Ingesloten vindt men ook een cd-rom met de inhoud van beide boeken. Aankopen kan via de boekhandel, of rechtstreeks bij The Nautical Institute, 202 Lambeth Road, London SE1 7LQ, UK. Tel. +44.20.79281351, E-mal: bh@nautinst.org

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. If you don't like to receive this bulletin anymore kindly send an e-mail with the word “unsubscribe” in the subject line to

newsclippings@gmail.com

after receipt of this e-mail I will remove you from the distribution list soon as possible