

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 170



Number 170 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Saturday 19-06-2010**

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

stevedoring & warehousing		
SHORECRANES UP TO 208 M / TONS		
rhb	E-MAIL office@rhb.nl	TELEPHONE +31(0)10 429 94 33
	WEB www.rhb.nl	Rotterdam Portnumber 2157



The SALVANGUARD seen operating in Singapore waters

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.
Om uit te schrijven klik [hier](#) (Nederlands) of bezoek de inschrijvingspagina op onze website

EVENTS, INCIDENTS & OPERATIONS



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



Gas carrier **MAYFAIR** seen during her approach to the Lister/Navgas jetty in Apapa, Port of Lagos, Nigeria.

Photo : Bart Claassen ©

Netherlands court convicts Somali pirates

In the first piracy case to go to trial in Europe in the present century, a Dutch court in Rotterdam today convicted five Somalis of piracy and sentenced them to five years in prison.

A statement from the Rotterdam court issued after the verdict said:

Today the district court of Rotterdam rendered judgement in the case of five Somali men suspected of piracy. They were arrested in the Gulf of Aden on January 2, 2009 by a Danish naval vessel at [the scene of] an attack of the Samanyolu, flying under the flag of the Netherlands Antilles. They were transferred to the Netherlands on February 10, 2009 for trial. The defenses put forward by the lawyers to bar the prosecutor have not been granted. One of the questions to be answered in that respect was whether the Dutch court has jurisdiction in this case. According to the

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 170

court this is the case, now that the Netherlands has vested so-called universal jurisdiction in the Criminal Code for cases of piracy on the open sea. This national regulation is not contrary to international conventions.

The Court agrees with the lawyers that it took too long before the suspects were brought before a judge after their arrest. In this case this was 40 days. That could and should have been done earlier. This constitutes a breach of article 5 of the European Convention on Human Rights. However, no consequences follow from this in these criminal proceedings. All five suspects are pronounced guilty as charged. It is proved that they went out to sea in a small boat, heavily armed, with the plan to hijack a ship. No credence was given to their statements that they only committed violence out of self-defense against an attack by the Samanyolu crew.

The judgement emphasizes that piracy in the Gulf of Aden forms a serious threat for international shipping and that this should be dealt with firmly. The unfavourable circumstances in Somalia, both in a general sense and concerning the suspects personally, have not been accepted as a justification for acts of piracy. All five suspects have received a 5-year prison sentence. The sentence is lower than the seven years demanded. Although to a minor extent, it has been taken into consideration that in other comparable cases the arrested suspects were released and will not be tried. It has furthermore been taken into consideration that detention in the Netherlands forms a heavy burden on the suspects, who are far from home and cannot, or can hardly, maintain contact with their families in Somalia.

INTERTANKO commented that "this could turn out to be a landmark case," noting that the crew did not attend to give evidence in person but provided written testimony, and also that although the pirates apparently threw their weapons over the side, evidence from the personnel of the Danish frigate that they had used them prevailed. The pirates launched their attack on the Semanyolu in the Gulf of Aden in January 2009 but the Turkish crew defended the ship with flares and Molotov cocktails, which set the pirates' boat on fire and sank it. A helicopter from the Danish frigate rescued the pirates and European warrants for their arrest were subsequently issued by the Netherlands. In February, they were extradited to the Netherlands. "INTERTANKO applauds this very positive step" says INTERTANKO Marine Director Captain Howard Snaith, "which indicates the willingness of a European nation to adhere to its obligations under international law to deliver justice to the pirates."

INTERTANKO said the case may also provide a good measure of the evidence required in order to secure prosecution and conviction. Implications can and will be drawn from the possession of rifles and grenades by those who allege they are just fishing in piracy infested waters. "We therefore hope that this will lead to successful prosecutions becoming the norm for both actual and attempted hijackings," concludes Snaith. Radio Netherlands Worldwide reports that, after the verdict, defense lawyers said they were considering an appeal. One said it was "a unique case that should be prosecuted to the highest court." The defense has 14 days to decide whether to appeal the conviction. The pirates will serve their sentences, minus the time they have already spent in jail awaiting trial, in an as yet unnamed Dutch prison. **Source : MarineLog**

Elbe deepening: dredging debate continues as boxships grow

Maritime Journal reports that the largest container ship to call at Hamburg, the 13,800 TEU CMA CGM flagship **Christophe Colomb**, will visit the German Elbe port regularly from July, but that with the timetable for crucial Elbe deepening still mired in controversy, it will be unable to do so fully laden. "Debate over deepening, last tackled in 1999, has raged for nearly a decade along the lines of environmental concerns versus economic growth, Hamburg versus Lower Saxony, and jobs versus dyke safety. This is ongoing as the ships have gotten bigger and fewer of them reach Hamburg independent of the tide," said Maritime Journal.

Some port operators and shipowners, who have seen deepening promises made and broken over the years, now believe it will never happen. Klaus-Dieter Peters, head of Hamburg's biggest port concern HHLA, said as word of the arrival of the 156,800gt **Christophe Colomb** broke, that constant delays hampered growth and were "an ever-increasing burden for the port." **Maritime Journal** said confusion mounted in March when Hamburg Economics Senator Axel Gedaschko said the first preparatory step would be undertaken this year after development plan approval. But modifications and objections continue to roll in and even if they are sorted quickly by Hamburg, Lower

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 170

Saxony and Schleswig Holstein still have to have their say before work can start. The Senate itself has said the first sod will not be turned until Autumn 2011 and that deepening will be completed by the end of 2013. The Wasser und Schifffahrtsdirektion Nord generally agrees with that, adding that once the first dredgers roll the work will take about 21 months, with shipping getting some initial advantage in 2012.

Plans are to deepen the river's approach channel from the North Sea to Hamburg by one metre to allow tide independent operation for ships drawing 14.5m. The work will cost the government an estimated €385m, of which the state of Hamburg will pay €137m and Berlin the rest. Already it costs nearly €100m a year to keep the Elbe dredged for shipping and opponents say that would rise dramatically with Elbe deepening. **Source : Dredging News Online**



The **SINGAPORE** seen moored in Caracas Bay (Curacao) – **Photo : Mary Film+Video ©**

Boskalis dredge deployed on sand berm building effort

The State of Louisiana has contracted Royal Boskalis Westminster N.V. to deliver sand for berms to protect the Louisiana coast from the Deepwater Horizon oil spill. The Boskalis U.S.-flag trailing suction hopper dredge **Stuyvesant**, has been deployed as the first U.S. hopper thus far. The sand berms, which will be approximately 75 km long, will be positioned to the south of New Orleans, in line with the Chandeleur Islands and stretching from East Grand Terre island to Sandy Point. The 6 ft high sand berm will help block the oil from entering the state's more fragile and harder-to-clean marshes.

Boskalis is also supplying its expertise to the clean-up effort. It is supporting the authorities with the installation and deployment of rigid sweeping arms made available by the Dutch Ministry of Transport, Public Works and Water Management. Boskalis says it has years of experience in this field and has teamed up with the Dutch Ministry successfully in the past to clean up oil throughout Europe. **Source : MarineLog**

NOBLE JIM DAY LOADED ONBOARD THE BLUE MARLIN



A series of photos of the **Noble Jim Day** departing Singapore waters 18th June, 2010 loaded on the **Blue Marlin** barge ready for voyage to GOM. **Photo's Richie Rich ©**



Long Range Acoustic Device

A lot of readers answered my question in yesterdays newscippings about the Black device which I spotted onboard the [SUN PRINCESS](#) , everybody who responde : **thank you very much !**

below can be found what kind of device was installed on the passenger liner :

From Wikipedia, the free encyclopedia

The Long Range Acoustic Device (LRAD) is a crowd-control and hailing device developed by LRAD Corporation.



According to the manufacturer's specifications, the equipment weighs 45 pounds (20 kg) and can emit sound in a 30° beam (only at high frequency, 2.5 kHz) from a device 83 centimetres (33 in) in diameter. At maximum level, it can emit a warning tone that is 146 dBSPL (1,000 W/m²) at 1 metre. The maximum usable design range extends to 300 metres. At 300 metres, the warning tone (measured) is less than 90 dB.

Carl Gruenler, former vice president of military and government operations for American Technology Corporation (and who now runs a company making a competing device), says that being within 90 metres (98 yd) of the device is extremely painful, but its use should be limited to 270 metres (300 yd) to be effectively used. He concedes that the device is powerful enough to cause permanent auditory damage, but that it is only meant to be used for a few seconds at a time.

Small spherical "point-source" acoustic devices follow the known inverse square law, which predicts the loss of 6 dB per doubling of distance from the source. Large speakers (or large arrays), such as these mentioned above or those commonly used in concert halls, etc., produce less loss with distance in the nearfield, typically 3–4 dB per doubling of distance from the source. The larger the speaker, and the higher the frequency, the longer the effective nearfield is. Devices like this generally have nearfields of only a few meters.

The device was originally intended to be used by American warships to warn incoming vessels approaching without permission, and some reports claim that this is now a "non-lethal weapon". Its output up to 155 db, focused at a distance, is sufficient to produce permanent ear damage and temporarily disrupt vision. It may also be used simply as a very effective megaphone prior to any use as a weapon. The magazine Foreign Policy has revealed that LRADs have been sold to the government of the People's Republic of China. American companies have been banned from selling arms to China since the 1989 Tiananmen Square Massacre, but the LRAD is described by ATC as a "directed-sounds communications system".

On 5 November 2005, the luxury cruise ship [Seabourn Spirit](#) employed an LRAD while repelling pirates who attacked the vessel with RPGs about 160 km off the coast of Somalia in early November 2005. The effectiveness of this device during the attack is not completely clear, but the pirates did not succeed in boarding the vessel and eventually fled.

The Liberian vessel [MV Biscaglia](#) was attacked on November 28, 2008. The security detachment aboard [Biscaglia](#) used an LRAD device in an effort to repel attackers armed with assault rifles and rocket-propelled grenades. Following a one-sided shootout, the ship was seized and the unarmed security contractors forced to abandon ship or be killed. The incident caused the usefulness of LRADs to be called into question by Lloyd's List.

2 KTK TUGS ENROUTE PANAMA



Above and below seen the 2010 built PAN flag tugs **KTK BARAKUDA** and **KTK TRIBON** of CURACAO TOWAGE Co Ltd underway to Malta for a bunkering/stores stop during their delivery maiden voyage from DAMEN Galati Shipyards, Romania.

Photo's - Cpt. Lawrence Dalli - www.maltashippphotos.com ©





At the Sembawang shipyard in Singapore the **FJORD** loaded a large topside as can be seen above

Photo : Odd Morten Berge ©

How will this year's hurricane season affect shipping trade?

Having officially entered the 2010 hurricane season, forecasts are pointing to one of the most severe seasons in years. The Annual Hurricane Report issued by National Oceanic and Atmosphere Administration (NOAA) calls for an 85% chance of an 'above normal season,' trumping last year's forecast of a mere 10% chance. Whereas 2009 produced nine named storms, of which three became major hurricanes (none of which made landfall), the average season registers a bit higher with eleven named storms and six hurricanes. However, this year's report calls for a 70% probability of 14-23 named storms, 8-19 hurricanes, and 3-7 major hurricanes. According to a relative report by Mcquilling Services, NOAA cites three predominant factors contributing to this year's 'above normal' outlook. While the El Nino effect in the Pacific has begun to fade, rain in Africa is keeping dust down, thereby depleting two circumstances which typically slow down hurricane formation. Lastly, and perhaps the most significant, are the sea temperatures from the Cape Verde Islands to the Caribbean which have been above normal with some areas reaching record highs. Because hurricanes draw on warm water, and gain strength from these areas in particular, the warming seas we've been witnessing will be paramount to the development of stronger storms throughout 2010.

The projections for 2010 have it rivaling some of the most severe in history. Metrological conditions reflect forecasts of 1998 and 2005, the latter being the most devastating season in history as Hurricane Katrina tore through the US's southern coast. Not only were these seasons physically devastating, but also economically disturbing. Disruptions to

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 170

energy supplies and trade were widely felt as hurricanes slammed the oil-rich Gulf of Mexico. While 1998's storms caused the outages of 15 million barrels of oil and 48 billion cubic feet (BCF) of natural gas, 2005 set records with shut-ins of 110 million barrels of crude and 683 BCF of gas owing to Hurricane Katrina.

The Gulf of Mexico is home to about 27% of the US oil and 15% of US natural gas production. It is also home to some of the nation's busiest ports. Historically, all 'above normal seasons' have had at least one named storm in the Gulf of Mexico, and 95% of those seasons have produced at least two named storms. The majority of this activity occurs sometime between August and October, but 50% of above normal seasons have had at least one named storm in the Gulf during June or July.

As the US deals with vast amounts of oil continuing to leak from the Deepwater Horizon site, the impact of a hurricane in the region remain unknown. While current efforts to cease and collect the oil would be threatened, some believe a hurricane might actually break up the spill. However, storm activity is also likely to push oil deeper into coastal estuaries and wetlands, causing significant damage to wildlife and local economies. "Although we have only just entered the hurricane season, the potential impact of a hurricane on both clean-up efforts and to US domestic fuel supply will cause many industry participants and Gulf region inhabitants to keep a weather eye out" the report concluded. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **TANJUNG MANIS** – Photo : Capt. Jelle de Vries ©

Dockwise to assist BP in Gulf oil spill clean-up

Heavy lift specialist **Dockwise** has announced its commitment to assist with the oil spill clean-up in the Gulf of Mexico.

In a co-ordinated effort with **T&T International Fire & Salvage** and **BP**, **Dockwise** has delivered the semi-submersible heavy-lift vessel **Mighty Servant 3** to the clean-up operation.

As one of the largest vessels of its type in the world, **Mighty Servant 3** has been outfitted in Galveston, Texas, with an assortment of equipment focused on the collection of oil-saturated solid material and oily water.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 170

Said the company: "With its large size (180.00m x 40.00m), and a deadweight of 27,270 tonnes, the size of the vessel means it is ideally suited to handle this type of large clean-up." Outfitted with long-reach excavating equipment and a stern-mounted skimming system, **Mighty Servant 3** will serve a two-fold purpose as part of the co-ordinated clean-up effort.

The long-reach excavators will be able to collect solid debris that is saturated with oil. This debris will be collected and stored in a large containment area on the vessel's extensive deck. The skimming system will collect oil and then transfer it to a tank barge working alongside **Mighty Servant 3**. The vessel will work in co-ordination with other smaller vessels assisting in the clean-up. **Source : Offshore Shipping Online**



The South African frigate **F 148 SAS Mendi** seen active patrolling the coastline at Table Bay Harbour, before the soccer match between England and Algeria to be played in the Cape Town stadium.

Photo : Aad Noorland ©

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

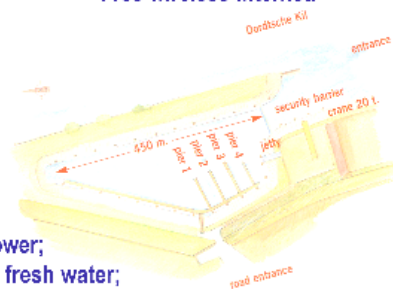


Facilities:

- 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.



Grootste houten sluisdeuren van Europa op weg

Vanuit een atelier in Harlingen zijn de grootste houten sluisdeuren van Europa via de binnenwateren op weg naar de haven van Antwerpen. De sluisdeuren zijn bestemd voor de Kattendijksluis in de Vlaamse havenstad. De meer dan 150 jaar oude sluis wordt gerenoveerd. Eind jaren negentig werd de oudste nog bestaande sluis van Antwerpen uit gebruik genomen. Nu wordt ze weer in ere hersteld.

Tijdens de renovatie worden de historische karakteristieken van de sluis zoveel mogelijk bewaard. Het gaat om vier houten puntdeuren van azobéhout, een tropische houtsoort afkomstig uit West-Afrika. Elke deur is 13,9 meter breed, 9 meter hoog en 0,8 meter dik. Het gewicht schommelt rond de 80 ton en voor de productie werden per sluisdeur tweeduizend manuren uitgetrokken.



Foto : Willem Kruit ©

Donderdag zijn de deuren in Antwerpen aangekomen. Vanaf maandag begint de montage, die drie weken zal duren. Daarbij worden de sluisdeuren met een zware kraan en duikers op hun plaats gezet en dan terug uit het water gelicht om met de hand te worden bijgeschaafd.

Bulgaria to Welcome Home 8 Sailors Released by Somali Pirates

The eight Bulgarian sailors from the "[Asian Glory](#)" ship, who were released recently by the Somali pirates, are expected to arrive in the city of Varna at 9:15 pm Thursday. The eight men, who spent more than 5 months in captivity together with the other crew members of the UK-operated cargo ship, are arriving with a flight from London after they were initially taken to Oman after their release Friday. They are going to give a brief news conference at 10 pm. On Wednesday, Bulgaria's Foreign Minister Nikolay Mladenov said the sailors were in good physical condition. "[Asian Glory](#)" was hijacked on January 1, 2010, almost 1 000 km off the coast of Somalia, with 10 Ukrainians, 8 Bulgarians, 5 Indians, and 2 Romanians on board. It was loaded with 2 405 cars from South Korea shipped from Singapore to Saudi Arabia.

After the release of the eight Bulgarian sailors from "[Asian Glory](#)," and the recent release of the [St. James Park](#) tanker, where 5 Bulgarians were held in captivity for more than four months, only the 15-member, all Bulgarian crew of the Bulgarian-flagged ship [MV Panega](#) remain in the hands of the Somali pirates.

Reports of EUNAVFOR Somalia over the past few months said the pirates might have used the [Asian Glory](#) as a mother ship for hijacking operations because the vessel was spotted several times in the open seas off the Somali coast. Source: Novinite

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



The **MAHU** and Greenpeace **SIRIUS** seen moored in Amsterdam – Photo : Kees van Huisstede ©



'500 Pinoys fall victim to pirates in 6 years'

A Philippine labor official on Thursday said some 500 Filipino seafarers have fallen victim to pirates in the past 6 years, underscoring the growing problem of sea piracy in international waters. In his speech at the 99th International Labour Conference, Labor Secretary Marianito Roque urged the United Nations (UN), International Labour Organization (ILO) and the International Maritime Organization (IMO) to intensify efforts on keeping international seas safe.

He said international organizations should focus on sea lanes in and outside the Gulf of Aden where "serious attention and combined effort (need to) be extended to ensure the safety of commercial maritime traffic and workplaces in the area." The Gulf of Aden is a shipping route off the coast of Somalia that has seen increasing incidents of sea piracy.

"The situation before is that the sea jacking was happening in the Gulf of Aden. The UN has intensified the patrols in the area but the pirates have gone outside the Gulf to just about anywhere," he said in his speech at the Assembly Hall of the UN Palais Des Nations. Roque said approximately 500 Filipino crew members were kidnapped by pirates in the past 6 years. At least 40 are still awaiting rescue, he added.

The labor official said 30% of the world's seafarers are Filipinos, according to statistics from the Philippine labor department. The Philippines deployed 305,000 seafarers last year, which is a 15% increase in sea-based deployment compared to the 11% increase in the deployment of land-based workers. Roque said the increase in deployment bodes well for the Philippines, which is also being affected by the global economic crisis. "Many shipping companies prefer Filipino seafarers because of their abilities and good work ethic," he said. To further engage the international community on the issue of maritime safety, the Philippines will be hosting the IMO's Diplomatic Conference on Standards of Training, Certification and Watchkeeping (STCW) for the world's seafarers from June 21 to 25.

Source: ABS-CBN News

Preview of Int'l Convention on STCW for Seafarers

Thursday, June 17, 2010 Major revisions to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (the STCW Convention), and its associated Code, are set to be adopted at a Diplomatic Conference to be held in Manila, Philippines, from 21 to 25 June 2010, under the auspices of the International Maritime Organization (IMO), the United Nations specialized agency with responsibility for maritime safety and security and the prevention of pollution from ships.

The draft amendments to the STCW Convention and Code mark the first major revision of the two instruments since those adopted in 1995, which completely revised the original 1978 Convention and introduced the Code. It is anticipated that, once the proposed amendments have been adopted, the necessary global standards will be in place to train and certify seafarers to operate any modern, technologically advanced ships well into the future.

Among the measures due for adoption in Manila are a number of important changes to each chapter of the Convention and Code, including:

- "improved measures to prevent fraudulent practices associated with certificates of competency and strengthen the evaluation of Parties' compliance with the Convention;
- "updated and expanded requirements on hours of work and rest and new requirements for the prevention of drug and alcohol abuse, as well as updated standards relating to medical fitness for seafarers;
- "incorporation of new certification requirements for able seafarers;
- "new requirements relating to training in modern technology such as electronic chart display and information systems (ECDIS);
- "new requirements for marine environment awareness training and training in leadership and teamwork;
- "new training and certification requirements for electro-technical officers and electro-technical ratings;
- "updating of competence requirements for personnel serving on board all types of tankers, including new requirements for personnel serving on liquefied gas tankers;
- "new requirements for security training, as well as provisions to ensure that seafarers are properly trained to cope in the event of attack by pirates;
- "introduction of modern training methods including distance learning and web-based learning;
- "new training guidance for personnel serving on board ships operating in polar waters;
- "new training guidance for personnel operating dynamic positioning systems; and
- "new training guidance for personnel serving on board off-shore support vessels.

The Conference will also consider 16 draft resolutions, relating, among other things, to the provision of accommodation for trainees aboard ships; attracting new entrants to and retaining seafarers within the maritime profession; promotion of the participation of women in the maritime industry; standards of training and certification; and ships' manning levels.

The date for the new requirements to enter into force, under the tacit acceptance procedure as set out in the Convention, will be considered by the Conference. The Conference is seen as a significant event in the IMO-designated "Year of the Seafarer", which aims to provide the maritime community with an opportunity to pay tribute to seafarers from all over the world for their unique contribution to society and in recognition of the vital part they play in the facilitation of global trade. Source : [MarineLink](#)

NAVY NEWS

AHMAD YANI STILL GOING STRONG



Above seen the Indonesian **351 - AHMAD YANI** passing the Singapore Straits last Thursday with a (covered) helicopter ondeck. – **Photo : Piet Sinke ©**

The **351 AHMAD YANI** is the former Dutch frigate **F 804 TJERK HIDDES** which was completed during 1967 for the Dutch Navy as one of the 6 units of the Van Speijk class which were built for the Royal Netherlands Navy in the 1960s. They were versions of the British Leander class frigates with Dutch radars. The British design was chosen in order to enable rapid construction in order to replace elderly destroyer escorts.

For the most part the Dutch limited their changes to the Leander design to a wholesale replacement of the original British electronics and electrical equipment by those from Dutch manufacturers. Hollandse Signaalapparaten supplied the entire electronics suite. Specifically their LW-02 long-range air-surveillance radar, the DA-02 medium-range air/surface search radar and the M45 combined radar and optical fire control system for the 4.5 in (110 mm) guns. The Dutch HSA M44 radar/visual director for the Seacat anti-aircraft missiles could automatically target in elevation and bearing and allowed the single Seacat launcher on the British ships to be increased to two launchers on the Dutch ships, each with their own director.



The **F 804 VAN SPEIJK** seen as built - **Photo : Coll. Piet Sinke**

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 170

Beginning in December 1976 each of the Dutch ships was given a mid-life modernization that took about two years to finish. The twin 4.5-inch turret was replaced by a single Otobreda 76 mm gun and two quadruple mounts for Harpoon anti-ship missiles were fitted abaft of the funnel. The Mk 10 Limbo ASW mortar was replaced by a pair of triple Mk 32 torpedo launchers, one mount on each side of the hangar, and its mount plated over so the flight deck could be increased to allow the ship to carry the larger Westland Lynx helicopter in lieu of the Wasp carried earlier.

The removal of the variable-depth sonar from the quarterdeck to the interior of the stern also allowed more room for the flight deck. The electronics were also upgraded, the LW-02 radar was exchanged for a LW-03 and the DA-02 was replaced by a DA-05 radar. Most importantly an automated combat management system, SEWACO V, was fitted to aid the ship's captain in decision making. Its power plant was also extensively automated. All told these changes allowed the crew to decrease in size from 254 to about 175 which allowed greatly increased standards of habitability.

All six ships which were in the Dutch Navy named after Dutch Naval officers are sold to the Indonesian Navy in 1986-89 and are still in service (as of 2010) as the **Ahmad Yani class** frigates, and named after Indonesian Armed Forces heroes.

Name	Pennant Number	Builder	Completed	Fate
Van Speijk	F802	Amsterdam dockyard	14 February 1967	sold to Indonesia in 1986 as the Slamet Riyadi (352)
Van Galen	F803	Royal Schelde	1 March 1967	sold to Indonesia in 1987 as the Yos Sudarso (353)
Tjerk Hiddes	F804	Amsterdam dockyard	16 August 1967	sold to Indonesia in 1986 as the Ahmad Yani (351)
Van Nes	F805	Royal Schelde	9 August 1967	sold to Indonesia in 1986 as the Oswald Siahaan (354)
Isaac Sweers	F814	Amsterdam dockyard	15 May 1968	sold to Indonesia as the Karel Satsuitubun (356)
Evertsen	F815	Royal Schelde	21 December 1967	sold to Indonesia in 1989 as the Abdul Halim Perdanakusuma (355)

HNLMS DE RUYTER arrived in Leith



HNLMS De Ruyter (F804) De Zeven Provinciën class frigate, commissioned March 2004, seen entering Leith 17th June 2004. The De Zeven Provinciën class frigates are highly advanced air-defense frigates in service with the Koninklijke Marine. They are also known as LCF (Luchtverdedigings- en commandofregat, air defense and command frigates). In international terms they rate as destroyers as this better fits their armament and role. Their displacement is 6,050 tons. **Photo : Iain McGeachy ©**

SHIPYARD NEWS

Maritime  **JOBS4U**

Search, Select and Find your **maritime** job

- worldwide jobs
- per work field
- easy & fast
- apply any time

www.maritimejobs4u.com



www.maritimejobs4u.com

Workers strike at Daewoo's Romanian shipyard

Daewoo's Romanian interest Daewoo Mangalia Heavy Industries may experience delays to its newbuild deliveries following a strike by about 1,000 yard workers over a pay dispute - putting a third of the workforce on hiatus. According to local reports, the workers union at DSME's sister yard is demanding a monthly raise of 300 RON (\$87.8) as well as an annual bonus and have dismissed the 40Ron increase they were offered. DMHI is said to have deemed the strike illegal and filed a court appeal to compel workers to resume their duties.

Source: [SeatradeAsia-Online](#)



At the shipyard Howaldtswerke-Deutsche Werft GmbH in Kiel (Germany) on 17th June 2010 the first of two new submarines for Portugal was handed over to the customer. The NRP "**Tridente**" was christened 18th June 2008 and commissioned on the 17th June 2010 with a small ceremony on the docklift of HDW. The 17th of June is a very historic date for the Portuguese submariners. On the 17th June 1910 the first submarine was ordered in Italy for the very traditional Navy. The new boat "**TRIDENTE**" is 68 meters long and has a displacement of 1860 tons. Portugal signed the contract with the German yard in April 2004 about construction and building of two submarines of the type 209PN. **Photo / Text : Frank Behling - www.kn-online.de ©**

TUG ARPAS I LAUNCHED



After cleaning and painting of the underwater hull the tugboat is brought back to her natural environment. The hoisting operations was coordinated by Mr. Huseyin Goktere of the Turkter Yard in Tuzla Turkey

Photo : Crew Vital ©

Two ULSTEIN COM® contracts with STX Europe

Ulstein Power & Control AS will deliver ULSTEIN COM® systems for two major vessels to be constructed at STX Europe. "Since 2004 we have delivered nearly 140 ULSTEIN COM® systems in total, the majority of these are for vessels being constructed outside Ulstein Group," says product manager Stian Brautehaug at Ulstein Power & Control.

Both vessels will be equipped at the STX Europe's Søviknes yard in Norway, respectively autumn 2010 and spring 2011, and the clients are STX Norway Electro and Brattvåg Elektro. Shipowners are DOF (B738) and Aker Oilfield Services (B719). For both of the vessels, there will be delivered telephony, wireless telephony (DECT), PA, computer networks, TV distribution over computer networks (IPTV) and satellite TV antenna.

The information and communication system ULSTEIN COM® has become widely popular, and the two systems for STX Europe are their 22nd and 23rd since their first order from Ulstein Power & Control six years ago.

"STX Europe is an important customer to us, and we are happy that ULSTEIN COM® again will be installed in their vessels", says Stian Brautehaug. Source : Ulstein



The **GIANT 2** seen in drydock in Batam (Indonesia) – Photo : Lex Hazelbag ©

ROUTE, PORTS & SERVICES

Seamanship
Whatever the ship. Wherever delivered.





www.redwise.com

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


Redwise
GLOBAL SHIP DELIVERY & CREWING
info@redwise.nl

New port to be build in Northeast China

Construction of a coal port started earlier this month in Jinzhou City, northeast China's Liaoning Province.

Local news sources said the port is a state-approved project designed to boost the transport of coal from landlocked northern Inner Mongolia Autonomous Region to fuel-thirsty markets in the south.

The project, the second of the kind under construction in the province this year, has been designed to have an annual handling capacity of 35 million tonnes upon the completion of the first phase construction by 2013. **Source :** Dredging News Online



The **STENA EXPLORER** seen departing from Holyhead – Photo : Erik Matzinger ©

Chinese delegatie bezoekt de Verkeerscentrale Hoek van Holland.



Op vrijdag 17 juni bracht een groep Chinese VTS-operators en hun technische ondersteuning een bezoek aan de Verkeerscentrale Hoek van Holland. Zij brachten dit bezoek nadat HITT Traffic te Apeldoorn (Holland Institute of Traffic Technology B.V) aan het Havenbedrijf Rotterdam had gevraagd of deze groep, die een nieuw VTMS in hun thuisland

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 170

aan het opzetten is, een bezoek aan een verkeerscentrale mocht maken. Zodoende kon men met eigen ogen aanschouwen hoe een VTMS met de daarbij behorende sectoren operationeel werkt. Hierbij werden veel indrukken door deze groep opgedaan. Het project dat door HITT in de provincie Zhejiang wordt opgezet behelst een drietal radarketens waaronder Ningbo, Zhoushan en Hangzhou Bay die hun Radartracks naar het Zhebei Coordination Center sturen die zodoende een geïntegreerd radarbeeld kan produceren. Deze modernisering zal het VTMS naar een hoger niveau brengen en is een bedrag van 3.3 miljoen euro mee gemoeid. De Zhejiang provincie ligt ten zuiden van Shanghai en is een belangrijke petrochemische haven en staat als nummer vier te boek als grootste containerhaven in China. Na een welkomstwoord werd een powerpointpresentatie gegeven die zonnodig werd vertaald door een tolk. Daarna werd het gezelschap opgesplitst en bracht men in twee groepen van elf personen onder leiding van Aad Kleijn en Martijn Klippel een bezoek aan de werkvloer. Na dit bezoek ging men weer tevreden over hun opgedane ervaringen naar hun hotel te Apeldoorn. **Photo / text : Aad Kleijn - Vts-operator Hoek van Holland**



Above seen Seacor's new 57.91M. Fast Crew Supply vessel **MICHAEL B McCALL** on sea trials in the Gulf of Mexico recently. She is powered by 5 MTU 12V 4000 M60 engines, and has a 370 M sq. Cargo deck.

Photo : Monty Dames ©

CSC TOEGELATEN TOT IMO

De Internationale Maritieme Organisatie IMO van de Verenigde Naties in Londen heeft de Clean Shipping Coalition (CSC) toegelaten als onafhankelijke milieuorganisatie.

CSC is een samenwerking van acht organisaties over de hele wereld, die zich exclusief richt op de verduurzaming van de zeescheepvaart, met name bij de IMO. 'Want daar worden alle regels voor de scheepvaart opgesteld', zegt voorzitter van de Clean Shipping Coalition Eelco Leemans in het wekelijkse radioprogramma 'Op zee' van de Wereldomroep. Leemans is tevens adjunct directeur van Stichting De Noordzee en initiatiefnemer van het samenwerkingsverband. De CSC is naast allerlei belangenclubs van onder meer reders de enige milieuorganisatie die bij de IMO aan tafel zit. 'Onlangs is een verdrag herzien over de luchtverontreiniging die schepen veroorzaken, dus de zwavel- en stikstofoxides. Dat gaat nu van kracht worden en één van de mogelijkheden is bijvoorbeeld dat de Noordzee wordt aangemerkt als een gebied waar nog minder uitstoot is. Daar willen we bijvoorbeeld voor gaan lobbyen.' Verder wil de CSC een totaalverbod op het dumpen van afval door zeeschepen. 'Ook daar is een verdrag over, Marpol annex 5', zegt Leemans. 'Dat wordt nu herzien. Het principe zou moeten zijn dat je niets overboord mag gooien. Vervolgens kunnen er dan wat uitzonderingen komen, voor voedselresten bijvoorbeeld. Maar nu is het zo dat je op het grootste deel van de zeeën gewoon alles overboord mag, ook glas en metaal.' Op langere termijn wil de CSC

iets doen aan onderwatergeluid, waar heel veel vissen en zeedieren last van hebben. En aan de erbarmelijke en gevaarlijke omstandigheden waaronder veel schepen worden gesloopt. 'Uiteindelijk moet een schip vanaf de tekentafel totdat het gesloopt wordt zo weinig mogelijk impact hebben op mens en milieu', aldus Leemans. Meer informatie op www.cleanshipping.org Bron: www.opzee.nl

VOLVOX HOLLANDIA FINAL DAYS



Above seen the TSHD **VOLVOX HOLLANDIA** beached in Aliaga (Turkey) for demolition, this means the end after almost 4 decades for this really typical Dutch craft, the dredger was built in 1971 by the Verolme Heusden yard, always flying the Dutch flag and owned by Van Oord, Utrecht. **Photo : Markus Berger ©**

Port Of Tanjung Pelepas To Keep Growing With Higher Productivity

Port of Tanjung Pelepas (PTP) is leveraging on world-class productivity to build on last year's strong performance and enhance its competitiveness against regional ports. Deputy chief executive officer Azlan Shahrim said PTP was now raising the bar after having met its productivity goal of 35 moves per hour as compared to the industry average of 25 moves per hour. "Higher productivity, lower operating costs and an increased capacity of 8.5 million twenty-foot equivalent units (TEUs) will enable the port to deliver a higher service level cost-effectively," Azlan said in an interview with Bernama.

PTP, the country's largest container port and the fastest growing in South-East Asia, is situated at the mouth of Pulau River, to the west of Johor Baharu. Azlan said PTP handled six million TEUs last year, which was 7.5 per cent more containers over the previous year. The increase, he said, was achieved during a difficult year when many ports around the world recorded a drop in volume.

According to Azlan, PTP's growth last year was the highest among the major ports worldwide.

With the global economy recovering this year, PTP was confident of extending its growth trend, he said. "PTP's monthly volume in May this year is the highest recorded in the port's 10-year history," he added. However, Azlan cautioned that "the question is sustainability as part of the growth is due to the restocking of inventory, which has depleted considerably from last year's economic downturn". "Shipping lines have also reintroduced capacity into the market, which will exert pressure on freight rates. These factors make us cautious even as we experience recovery," he said. PTP's strategic focus now is to enhance feeder connectivity and increase its mix of local cargo, which will attract more shipping lines to the port, Azlan said.

"Three of the world's top four shipping lines are already calling at PTP," he said, listing Maersk which is ranked number one, CMA-CGM (ranked number three), and Evergreen (ranked number four).

Azlan said the huge vessels calling at PTP offered direct sailing to Europe and the United States without having to first transship cargo at neighbouring ports. "This allows for shorter transit times. Our exports will reach faraway destinations faster and this efficient supply chain enhances the competitiveness of Malaysian goods," he said. Azlan said that PTP's ample capacity also meant that there was no port congestion which would otherwise have increased cost to port users. "These advantages make PTP well-positioned to be an efficient gateway port for Johor's local hinterland cargo," he said. **Source: Bernama**

Container carriers divert cargo as JN port gets clogged

Container shipping firms have begun diverting cargo to Pipavav and Mundra ports in Gujarat from Jawaharlal Nehru port, or JN port, near Mumbai as India's busiest container port battles a severe congestion because of a spurt in volumes since April. "One of the steps we have taken is to divert all imports to north India via Pipavav to help ease congestion in JN port and also provide better transit times to our customers in north India," Maersk Line, a unit of Denmark's AP Moller-Maersk AS and the world's biggest container carrier, said in a statement. CMA CGM SA, the world's third biggest container carrier, is also diverting containers from JN port to Mundra port, run by Mundra Port and Special Economic Zone Ltd.

S.N. Maharana, chief manager (operations), JN port, blamed Container Corp. of India Ltd (Concor), which runs container trains between ports and inland container depots, for not providing "enough trains for moving containers". A go-slow protest by workers at the terminal run by APM Terminals Management BV and state-run Concor has added to the problem, he said. JN port has three container loading terminals—one run by DP World Pvt. Ltd, the second by the government-owned port itself, and the third by a consortium comprising APM Terminals and Concor. "We have agreed for the diversion(s)," said S.R.L. Narasimhan, secretary, Western India Shippers Association (Wisa), a body representing India's exporters and importers in India's western region. "The rail connectivity is far better from Pipavav and Mundra ports than from JN port; the transit times are also lesser," he said.

Data released by the Indian Ports Association show that container volumes at JN port increased by almost 17% year-on-year in April-May, to 751,000 standard containers from 643,000. "Whenever there is a spurt in volumes, evacuation problem arises at JN port. Hinterland connectivity is not up to the level required," Narasimhan said, adding that the government's policy to allow private firms to run container trains from 2007 has not helped solve the problem. A spokesman for CMA CGM said productivity at JN port was also "impacted by delays in docking/sailing the vessels due to (a) shortage of pilots." According to Maersk Line, the yard inventory at JN port has exceeded the normal capacity of its terminals, causing delays in the shifting of export boxes from rail heads to the respective terminals, which in some extreme cases are leading to missed connections. "If containers missed the ship they were booked on, they would be delayed for seven days," the carrier said. "There is a concern that with the onset of the monsoon and the traditional peak season, it will be some time before the situation normalizes," Maersk Line said.

Maharana conceded the port was operating at peak capacity, with all terminals loading about 360,000 standard containers in both April and May. "JN port can currently load 4.06 million standard containers in a year. For loading anything beyond that level, the port has to boost capacity," he said. The backlog of containers at the port has reduced to about 7,000 from 17,000 in April, he added **Source: Livemint**



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

Hamriyah Free Zone boosts shipping capacity

Project worth Dh800m to increase activity in area by 80%

Hamriyah Free Zone is expected to see growth of 80 per cent in maritime activity after completion of Dh800 million worth of infrastructure development. "We are expecting an 80 per cent increase, not just for cargo but the industry in general," said Rashid Al Leem, director-general of Hamriya Free Zone Authority. "This is part of an on-going effort."

The free zone recently completed development of inner harbour phases 3 and 4 that greatly increase the size of vessels it can accommodate. Two basins were added in the Hamriyah Inner Harbour and their depth varies from nine metres to five metres. The project also included the addition of 3.8 kilometres of quay wall and additional breakwater spanning.

The marine operations of the free zone will also have facilities for ship maintenance and repairs, oil rig manufacturing and other maritime industries. The developments will enable the harbour to handle new generation vessels and a fully occupied quay can accommodate 40 vessels.

Project development also included roadworks phases 1 and 2 and accommodation complex to support the housing needs of investors' fast growing work forces. The new road network adds 80 kilometres to the existing HFZA road network, providing easy access to all areas of the Free Zone.

During the first six months of this year, HFZ saw 700 companies join and set up base there, Al Leem said. The total number of companies has risen to 4,7000. "The increase is because of our marketing strategies. We've been working actively in so many markets, especially Africa," Al Leem said.

Al Leem said that more projects would be announced soon, which would be "basically, infrastructure development." Investments in the zone now exceed Dh11 billion. **Source : GulfNews**

Kotug - Christening Newbuilding Rotor Tug „RT Peter“ in Bremerhaven



During this year's traditional "Haring -Party" in Bremerhaven, Germany, Kotug performed the Christening ceremony on one of their latest generation of Rotor Tug's "RT Peter". This tug has a length of 32 m, a width of 12 m, 3 Schottel propulsion units, 7.200 BHP and a bollard pull of 85 tons. She is the second tug of a series of 4 sister tugs, all built at Niigata Shipbuilders, Japan, part of Kotug's comprehensive fleet extension and renewal program.



On her way to Europe Kotug fixed the towage of a ship's hull from Shanghai to Rotterdam around "Cape of good Hope", which took 125 sailing days. Thereafter the tug was equipped and prepared to commence her towage activities in the port of Bremerhaven. Kotug's president Ard-Jan Kooren mentioned that in spite of this difficult time - also for the tug business - his company is investing into a modern and strong tug-fleet to keep the high quality of their service.

Sponsor lady Angela Steinert christened the tug in the name of her husband, Peter Steinert, who sadly passed away 5 years ago. Peter was the Managing Director of Kotug in Germany and Kotug is proud to honor Peter's efforts for the company since

their start up in Germany in 1996 and for his special personality. **Photo's : C.Eckardt**

OLDIE – FROM THE SHOEBOX



Old Victories are always interesting – above seen the old **ALPHACCA** of **Van Nievelt, Goudriaan & Co's Stoomvaart Maatschappij** of Rotterdam, just under charter of the VNS (United Dutch Shipping Co). Originally built in 1945 as **CHANUTE VICTORY** (IMO 5012448) she came in 1947 in hands of the Dutch shipping firm as **ALPHACCA**. Incidentally she was under charter of several companies, but her mainwork was the Holland Interamerica Line (service between USA East Coast to South America in conjunction of Nigoco and Holland America Line).

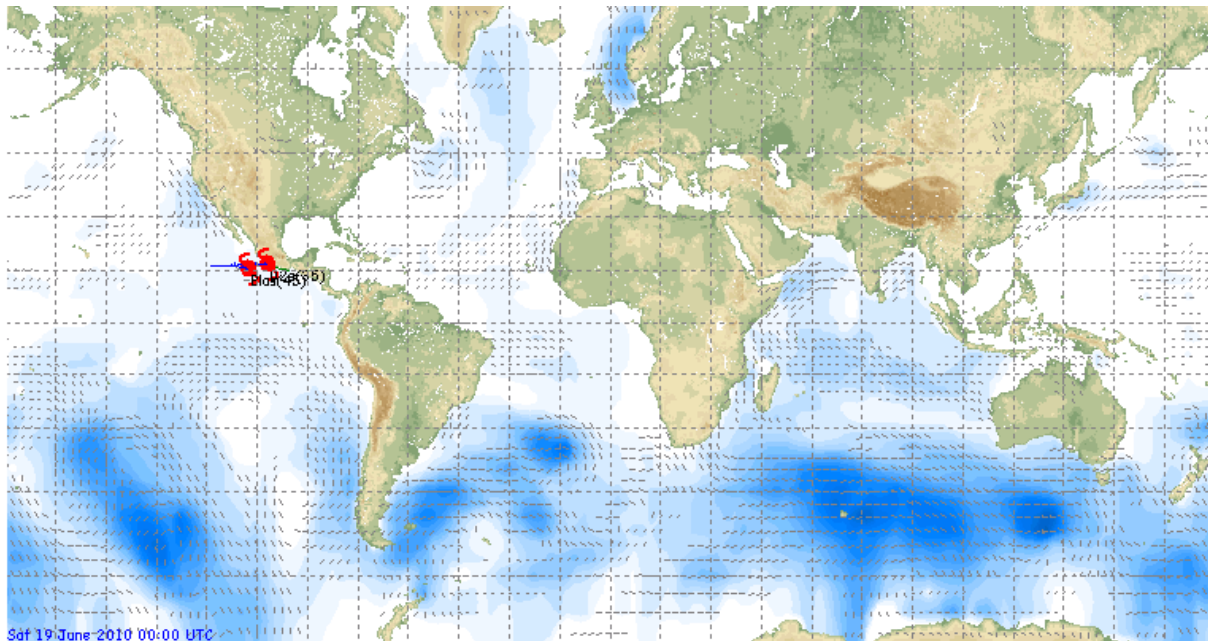
The above picture was taken in 1960 in the port of Genoa. In 1964 she was sold to Keelung and renamed **HAI FU**. She changed name again in 1973 to **KAI MING** and finally in **MING CATHAY** before she ended her career on the 8th of March 1978 in Kaohsiung (Taiwan) for demolition. **Photo B. Hoogstad/ Nigoco coll. Capt. Frank Haalmeijer.**

MARINE WEATHER

THIS SECTION IS BROUGHT TO YOU BY :



Internet: www.spos.eu Tel : +31 317 399800 E-mail : sposinfo@meteo.nl



Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

.... PHOTO OF THE DAY



The **SINGAPORE** seen arriving in Caracas Bay (Curacao)

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

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 170

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>