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The **Nor Supporter** seen at the Asian Supply Base at Labuan

Photo : Richard Qualm ©

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The **MAERSK ALABAMA** seen entering the Port of Dar es Salaam, she is discharging **WFP (World Food Program)** containers.

Photo : Anton Klaassen ©

Baron van Lynden weer in actie tijdens voetbalwedstrijd.

Vrijdag 2 juli om 17.24 uur werd de bemanning van de **Baron van Lynden** van KNRM station Ouddorp buiten, door het Kustwacht Centrum gealarmeerd voor een rubberboot met aan boord 3 personen. Dit gebeurde tijdens de voetbalwedstrijd Nederland - Brazilië.

De rubberboot was gestrand op de Kwade Hoek bij strandpaal 6.800. Met de **Baron van Lynden** en de **KHV (Kust Hulpverlening Voertuig)** werd ter plaatse gegaan en de rubberboot werd op sleep genomen, richting de buitenhaven van Stellendam. Daar werd deze afgeleverd bij de trailerhelling. Na gegevens te hebben opgenomen kon de reddingboot weer terugkeren naar station. Overigens ook op 14 juni tijdens de wedstrijd Nederland – Denemarken moest de **Baron van Lynden** in actie komen.

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



Above seen the new lifeboat of Le Havre which is named **PRESIDENT PIERRE HUBY**. She has been delivered the 30th of June at Bernard's shipyard (Lorient). These pictures have been taken over Brest during her maiden voyage from Lorient to Le Havre at top speed 25 knots.

Photo's : Sébastien Fouéré ©

New move to rescue SeaFrance

Lifeline for rescue plan as ferry firm is placed into administration A Paris commercial court placed SeaFrance into administration on Wednesday, with a new rescue plan that could mark the first step in the recovery of the embattled cross-Channel ferry operator.

Since the end of April, SeaFrance has been under court protection, which has allowed it to remain in business and offset the risk of running out of operating capital, as well as draw up the new plan.

"The court could have ordered SeaFrance to be wound-up, and having the threat of liquidation removed is a considerable relief and rekindles hope that the company has a future," a company official told IFW. From a legal point of view, the decision also means bids can be received for SeaFrance, even though owner (French state rail operator) SNCF has given no indication it plans to sell.

Last month SeaFrance submitted a second rescue plan to the court. It makes provision for around 725 job cuts out of a total workforce of around 1,600. This compares with the 482 jobs that were to have been axed under the first rescue plan which was rendered void when court protection was granted.

Wednesday's judicial verdict amounts to initial recognition of the viability of the new plan, although the court will not render a definitive judgment on SeaFrance's recovery measures until 15 September. "The task now is to have the new rescue plan rubber-stamped by the company's staff, via the works council, by 31 July - a draft agreement having already been approved," the SeaFrance official said.

This date coincides with the expiry of SNCF's latest package of cash support to its ailing subsidiary. SeaFrance has confirmed its parent company is willing to continue its financial backing through the administration period, which is due to end on 15 September, provided there is unanimous agreement by staff unions of the rescue plan. **Source : ifw**



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The **STELLA LYRA** seen at the Westerscheldt River – **Photo : Huib Lievense ©**

ADVENTURER HELD

A British adventurer and author is being held in a "rat-infested" detention centre in West Papua after his boat sank off the Indonesian province. Anthony Corbyn, who holds dual British and Australian nationality, was attempting to sail from Australia to the Philippines as part of a bid to circumnavigate the globe, when his yacht the Shiseido hit a coral reef ten days ago.

Mr Corbyn, 65, made it to shore, but his passport and other identity documents were lost at sea. Authorities in West Papua are suspicious of unaccredited arrivals due to a long-running separatist campaign. Doubting Mr Corbyn's account of events, they placed him in a detention centre in the town of Merauke.

The author, who has written two non-fiction books about his relationships with married women, now faces a long wait while authorities verify his claims. Joko Prihadi, Merauke District Police Chief, said Mr Corbyn would stay in detention until investigators were satisfied that his story was true. "We went and examined the ship and it seems like it sank through natural causes, like he said," Mr Prihadi told the Australian Associated Press. "But we need to dig a bit deeper, there could be some political agenda there."

"So we need him to stay until we can conclude what really happened." In 2008, five Australians who arrived in West Papua without the proper travel documents after a joy flight from the Torres Strait Islands were detained in Merauke for 10 months. Mr Prihadi has refused to put a timetable on the investigation into Mr Corbyn's story.

Friends of the adventurer, who hails from Wiltshire but now lives in Cairns, have expressed fears for his health.

Mr Corbyn has described the conditions in the immigration centre as "rat, cockroach and mosquito infested".

"Entrance has heavy iron gate locked at night, iron bars also incorporated into window frames," he told AAP.

"Movement restricted to compound or with officer as an 'escort' when shopping for food."

Mr Corbyn said he had been interrogated for eight hours by 11 Indonesian police officers, only two of whom spoke English. Dorset resident Antoinette Khodabandeh, who was due to fly to the Philippines to meet Mr Corbyn until his journey was cut short, said she was extremely worried. "I'm really worried that he is going to come out of there in a coffin."

"My fear is that this is going to drag on and they are going to hold him in order to extract money." Keith Mortimer, one of the Australians detained in Merauke in 2008, said that conditions in the detention centre were "worse than you can imagine". "He has to assimilate with the local population," he said. "If he doesn't he will die." The Australian government have said that they are providing consular assistance to Mr Corbyn and hope that the situation can be resolved quickly.

One of Mr Corbyn's books is called *Lothario's Diary*, and details his exploits with married women. In an "About the author" section, he describes himself as a "happy adventurer who visited, worked and lived in 86 countries before sailing around the world in my own yacht". "I have been face to face with a lion, confronted by a silver-backed gorilla, charged by a bull elephant and stood firm against overwhelming enemy odds while armed with a rifle," he wrote. "The only thing that turns my legs to jelly is a woman's beguiling smile." **Source : ShipTalk**



The **MARWAN** seen at the Westerscheldt River – **Photo : Henk de Winde ©**

From the bridge of Deltagracht (5)

Taking care of the yachts like a baby

By : Els Kroon



While events happen in rapid succession and time seems to fly on board **Deltagracht**, the crew members have to keep their daily routine. The presence of 30 costly sailing and motor yachts on the weather deck takes a lot of extra attention. Constant care has to be given to this precious cargo. More than 200 webbing straps, each capable of holding at least 5 tons, need daily checking and if necessary the attached tension ratchets have to be drawn tighter. Some of the abundantly greased screw jacks of the supports need an extra turn, and several bottoms need to be cleaned.

Most of the owners deliver their yacht clean and shiny, even under the waterline, other yachts seem to be OK but once on deck they show a lot of contamination. Several hulls are found covered with creatures of the sea, which still

seem to be alive. The Australian Quarantine and Immigration Service (AQIS) however will never allow such "infected" vessels within their borders, so the bottoms have to be cleaned, providing some extra pocket money for the crew.



Every day first mate Oleg makes corrections during his rounds. Once in a while he even feels that he has to replace lashings to

make sure all yachts stay sturdy and straight during the long voyage to the other side of the world. The meticulous care giving is Sevenstar's showpiece. It sets the company apart from its competitors. The yachts are treated like a baby, taken care of down to the last detail. From the bridge the yachts look exactly the same as after departure. On the deck it's like walking in the woods so to say.

From here the bottoms look so much better after days of cleaning. Every time I crawl under and through the numerous yellow lashing belts I feel more respect for the loading master's skills and experience. Standing under the hull of a 120 Tons yacht I feel safe and sound, even though the straps and supports are making noises during rolling and pitching of the ship. In two days we'll reach Papeete where two of the biggest yachts will be discharged. As it will be the maiden port call to Tahiti's capital local journalists will board the vessel to report on this event. They might be well impressed because magic has to happen again raising the 120 Tons **Ammonite** from her tight spot on the overcrowded deck to her new berth in Tahitian waters.

In the following eight days to Australia, I'm going to miss the only one year old beautiful yacht of the Australian pharmaceutical tycoon Marcus Blackmore and also the Tahiti based **Miss Kulani**. Today we sailed too far south of the Îles Marquises to see land, but tomorrow we might see some of the atolls of the Île du Roi George and the Tuamotu Archipelagos before we reach Tahiti, the biggest island of the Îles de la Societé.



Liners try to offset container shortage

Maersk rejects shipments, China Cosco has surcharge

AP Moller- Maersk A/S, the world's largest container line, is rejecting some shipments and retrieving cargo-boxes from customers more quickly to help offset a shortage of the containers. 'There are hundreds of little things that we are trying to do but at the end of the day, there is a shortage and we can't fix that,' Soren Karas, head of the company's South China operations, said here on Wednesday.

China Cosco Holdings Co separately announced surcharges on shipments to Taiwan from Shanghai from July 15 because of a container 'imbalance'. Maersk has reactivated idled vessels to help relocate empty containers and ordered new boxes after a larger than expected jump in shipping demand squeezed supplies. The global container-box fleet shrank 4 per cent last year, according to Textainer Group Holdings Ltd, the world's largest container lessor, as lines cut spending on new units amid the global recession and slumping world trade.

'It's the first time in many years that we are seeing consistent equipment shortages in many areas of Asia,' said Claude Lebel, senior vice-president for Asia, at CMA CGM SA, the world's third-biggest container line. Shipping demand 'is still growing much faster than we were expecting'. Manufacturers may produce the equivalent of 1.5 million 20-foot containers this year, up from 200,000 last year, Mr Lebel said.

The container shortage may persist till the third quarter before easing in the last three months of the year, Mr Karas said. The last quarter is traditionally a slower period for container lines. 'This is not healthy for us,' Mr Karas added. 'We like balanced supply and demand.' The shortage of boxes has been compounded by shipping lines operating vessels more slowly to pare fuel costs. This means that journeys take longer, and that containers spend more time onboard vessels. Lines including China Cosco and China Shipping Container Lines Co, the nation's two biggest, have also imposed extra surcharges this year citing the shortage of boxes.

Container lines traditionally impose peak-season levies from around the middle of the year. The combination of levies and rebounding demand has pushed freight rates to near historical highs, according to the Hong Kong Shippers' Council, a group representing exporters and traders in the city. 'Shipping lines are just maximising their profits now,' said Sunny Ho, executive director of the council.

'Since they have imposed peak season and other additional surcharges, they should be delivering better services and boosting their shipping speeds.'

Container shipments at Hong Kong port jumped 15 per cent last month from a year earlier, according to preliminary figures from the city's Port Development Council. **Source : Bloomberg**



The **BEAUMAIDEN** seen in Dordrecht – Photo : Cees de Bijl ©

Cruise and ferry firms oppose new crew salary rules

The bosses of Carnival UK and ferry companies P&O and Stena Line are among those to have penned a letter to the media warning new rules could lead to “intolerable” crew costs in the UK. The letter in today’s Daily Telegraph warns that many major shipping companies will have little choice but to re-register their ships away from Britain due to obscure regulations arising from the Equality Act. Among the eight signatories are Carnival UK chief executive David Dingle, P&O Ferries fleet director John Garber and Stena Line director Robert Akerland.

The letter says: “These companies currently pay seafarers resident abroad at levels that are related to those of highly skilled professionals in their home countries. “What is proposed would compel British-flag operators to pay British rates to these seafarers – even though they may never set foot on British soil. “The costs will put our British operations under intolerable pressure not felt by competitors abroad.” The industry leaders said they were writing “in dismay” as the Government appears to be on the verge of “encouraging shipping companies to take their business elsewhere”. Prime Minister David Cameron is urged to intervene “to help Britain trade its way back into prosperity and avoid the collapse of a success story”. **Source : Travel Weekly UK**

Great Lakes Dredge & Dock deploys more vessels for work on sand berms

Great Lakes Dredge & Dock Corporation says four of its dredging vessels, including three hopper dredges and one cutter suction dredge, along with other ancillary equipment, are currently working on the construction of sand berms off the Louisiana Coast in response to the oil spill caused by the **Deepwater Horizon** incident.

Two more cutter suction dredges are currently being mobilized to the area to aid in the berm construction along with four split-hull hopper barges, towing tugs and a loading barge. Great Lakes has a contract with Shaw Environmental & Infrastructure to provide dredging services relating to the construction of sand berms off the Louisiana coast.



The TSHD **STUYVESANT** is currently dredging sand in the River and then placing it in a Rehandling Area for the Barrier Island berm project off the Louisiana coast.

Photo : Mississippi River Pilot ©

Shaw has been retained by the State of Louisiana to construct the berms. The berm construction process involves dredging the sand and delivering it to a designated berm location.

Douglas B Mackie, President and Chief Executive Officer, said: "Great Lakes has committed its expertise and a portion of its fleet, crews and personnel to this important environmental undertaking. We are working in close conjunction with Shaw and the State of Louisiana." **Source : Dredging News Online**

Captain lost from Maersk vessel



The **MAERSK RESPONDER** seen off Singapore - **Photo : Piet Sinke ©**

Maersk Supply Service has lost the 39 old **Captain Kim Gunnensen** from the multi supply vessel **Mærsk Responder** while working in the South China Sea. It is still uncertain what happened to the captain, which was seen on the bridge of the vessel shortly before midnight. The next morning he did not show up for breakfast and was not found during the search on board. **Mærsk Responder** immediately turned around to look for him and the South Korean coast guard was engaged as well, but without any sign of Kim Gunnensen. **Mærsk Responder** was built at Stralsund in 2000 as a cablelaying vessel, but has since been converted to a multirole supply vessel. **Source : ShipGaz**

A Whale starts skimming

Nobu Su's giant skimmer - the **A Whale**- started being put through its paces this morning. AIS data showed the converted 319,869 dwt ore/oil carrier to be under way in the region of the **Deepwater Horizon** well site.



A WHALE, which is seen passing the hopper dredger **M/V STUYVESANT**.
(*Beauty and the Beast, and/or David and Goliath?*)

Photo : Capt. Bryan Hobcroft – Master TSHD STUYVESANT ©

At a media briefing Rear Admiral Paul Zukunft USCG said that after moving out the **A Whale** would first take on ballast so that the intake ports on its sides would be at the same level as the water and oil.

Owned by Nobu Su's TMT Group, the **A Whale** has 12 vents in each side that take in massive amounts of oily water that is then separated aboard ship, with the oil being retained on board and the cleaned water being returned to sea. Admiral Zukunft said that the ship has been assigned a five-by-five-mile square area just to the north of the well site, which it will be working as per last Saturday. "We have Coast Guard research and development and strike team personnel on there to assess the effectiveness of the **A Whale** and the skimming, as well," said Admiral Zukunft.

Source : MarineLog

Nigerian gunmen attack cargo ships, kidnap 12

Gunmen attacked two cargo vessels off the coast of the oil-producing Niger Delta, killing one crew member and kidnapping 12 foreign workers, Nigerian navy officials said on Saturday. The crew members seized near Bonny in southern Rivers state on Friday have not been identified, but the military believe they are from eastern Europe.

A security official said the hostages were from Germany, Latvia, Lithuania, Russia and Ukraine. "Gunmen attacked the cargo vessel BBC Palonia and one other four nautical miles south of Bonny River," said navy spokesman Lt. Edward Yeibo. "The gunmen shot one dead and took others hostage."

Military officials were in contact with the kidnappers, demanding the immediate release of the hostages, said a navy commander in the capital Abuja. Kidnappings for ransom are common in the Niger Delta, home to Africa's biggest oil and gas industries, with hundreds of incidents reported each year. Most victims are released unharmed.

Foreign firms, ranging from oil to construction to telecoms, are forced to spend millions of dollars a year on security for their staff because of the high crime rate in the Niger Delta. Security officials say former militants fed up with a government amnesty programme could be behind a renewed wave of kidnappings, robberies and oil theft.

President Goodluck Jonathan has made a priority of reviving a post-amnesty programme for thousands of former gunmen who surrendered their arms last year in return for the promise of stipends, education and job opportunities.

The first batch of 2,000 ex-rebels started a four-week rehabilitation class at the amnesty centre in Obubra in Cross River state this week. But the launch of the programme was marred by violence on Thursday when a small group of former militants attacked a government convoy visiting the amnesty camp. "We expected these types of challenges, but the programme will continue without delay," said Timi Alaibe, presidential adviser on Niger Delta affairs, who was at the amnesty centre during the incident **Source : The Star**

Onderdelen voor bestrijding BP-olielek via Curaçao

Het Engelse bedrijf '**Airpac Bukom Oilfield Services**', met sinds twee jaar een vestiging op Curaçao, heeft belangrijk materieel – steam-exchangers – geleverd voor de bestrijding van de BP-olieramp. Het gaat om twee machines met een totaalgewicht van 22.000 kilo. Ze zijn gisteren via Curaçao geleverd.

Normaal wordt dit soort ladingen per schip vervoerd, maar omdat er haast bij is heeft het bedrijf het lokale agentschap '**Albatros International Forwarding**' ingeschakeld om het vervoer te regelen. Hiervoor werd een bijzonder groot Russisch vrachtvliegtuig ingezet, de **Ilyushin Il-76**. Het vliegtuig arriveerde gisteren om zes uur in de namiddag op Hato, waar vier uur was uitgetrokken om de vracht in te laden. De lading is vervolgens naar New Orleans overgevoerd, waarna die naar de olielek vervoerd zal worden.

Albatros International Forwarding is een bedrijf dat zich specialiseert in het regelen van vervoer voor bedrijven die zich bezighouden met import en export. Zo heeft het bedrijf laatst 30 ton aan ingevlogen materieel en goederen naar een toen hier aangemeerd olieplatform overgebracht, waar alles in een kort tijdsbestek aan boord moest worden gebracht. Salesmanager van Albatros, Ger Hegeman: "We hebben allemaal kunnen lezen dat de staat van de landingsbaan veel te wensen overlaat en aan onderhoud toe is en de reactie hierop van de directeur van Curaçao Airport Holding (CAH), Maurice Adriaens. Hij gaf aan dat een negatieve stempel ons niet verder helpt in het streven om Curaçao internationaal en regionaal als 'refueling stop' en 'cargo hub' te promoten. Ondanks de staat van de landingsbaan is er veel bedrijvigheid op dit gebied op Curaçao en we worden als een eiland met veel potentie ervaren. Dit project is hier een goed voorbeeld van. Zowel de lading als het vliegtuig zijn zeer bijzonder en het kan niet anders worden aangemerkt dan als een groot internationaal project", aldus Hegeman.

Peter Walkley van **Airpac Bukom Oilfield Services** vertelt dat door inspanning van zowel de overheid als van verschillende lokale bedrijven de onderdelen met urgentie zijn gecertificeerd en technisch in orde zijn gemaakt. "Zo heeft de maintenance-afdeling van de Isla-raffinaderij de steam-exchangers geheel uit elkaar gehaald en opnieuw in elkaar gezet om ze technisch in orde te maken. Hierop moesten deze gecertificeerd worden en daarbij zijn de inspecteurs van het stoomwezen van de Dienst Openbare Werken (DOW) zeer behulpzaam geweest. De tijdsdruk lag hoog. Wij hebben de opdracht van Schlumberger gekregen, die wereldwijd 83.000 werknemers in dienst heeft in meer dan 80 landen. Dit is een bedrijf dat een miljardenomzet heeft en we zijn natuurlijk vereerd dat we voor de opdracht zijn benaderd", aldus Walkley.

Het vliegtuig, de Ilyushin Il-76, is een multi-inzetbaar vrachtvliegtuig en is voorzien van vier motoren. Het werd in 1967 ontworpen om slecht onderhouden gebieden van de voormalige Sovjet Unie te bevoorraden met zwaar materieel. Het wordt wereldwijd gebruikt voor noodhulp bij humanitaire en natuurrampen. Dit type wordt vaak ingezet voor vluchten naar slecht ontwikkelde gebieden, omdat het in staat is om op ongeplaveide landingsbanen te landen. Met een laadvermogen van 40 ton kan het een afstand van 5000 km in minder dan zes uur overbruggen. Het is bestand tegen de meest extreme weersomstandigheden. Een waterdragende versie van het vliegtuig heeft zich als uiterst effectief bewezen bij het blussen van branden. Verder wordt dit vliegtuig gebruikt voor trainingen zonder zwaartekracht.

Het bedrijf **Airpac Bukom Oilfield Services** is een dochteronderneming van Vp plc en vertegenwoordigt de olie- en gastak van de moedermaatschappij, die gespecialiseerd is in het verhuren en leveren van diensten in deze industrie. Onderhoud van groot materieel is een van de belangrijkste taken van de vestiging op Curaçao. Het Engelse bedrijf heeft vestigingen in Europa, het Midden-Oosten en Australië. Voor de vestiging hier werd gekozen om in de behoeftes aan onderhoud van de Zuid-Amerikaanse markt te kunnen voorzien, zonder het materieel telkens via Europa te moeten laten verschepen. "Toen we op zoek waren naar een geschikte locatie om een vestiging te openen hebben we gezocht naar een plek waar stabiliteit heerst. De Nederlandse wetgeving was voor ons een van de doorslaggevende factoren. Deze kennen we immers uit ervaring, omdat via Nederland enorm veel wordt verscheept. Op het eiland heeft de overheid zich vervolgens uiterst inschikkelijk opgesteld. Curaçao staat in deze sector echt op de kaart!", aldus Walkley. **Bron : Amigoe**

Equal pay rule 'threat to British shipping firms'

Major shipping companies have warned that some firms may be forced to quit the UK because of new rules governing how much they pay foreign workers. Firms including P&O, Stena Line and Maersk have objected to regulations requiring crews based overseas to be paid the same as those in the UK. They say the government "appears on the verge of encouraging shipping companies to take their business elsewhere". No government spokesperson was available for comment on Friday. In an open letter to the Daily Telegraph, senior executives of major cruise, ferry and freight operators said: "As a result of an obscure regulation arising from the Equality Act, many major companies will have little choice but to re-register their ships away from Britain.

"These companies currently pay seafarers resident abroad at levels... related to those of highly-skilled professionals in their home countries. "What is being proposed would compel UK-flag operators to pay UK rates to these seafarers, even though they do not incur their living costs here and may never even set foot on British soil." The letter said the resulting increase in costs would put their UK operations "under intolerable pressure" not felt by foreign competitors. Commenting on the possible effects on its ferry services from the Humber, P&O said: "Crew on our North Sea ships are paid the going rate for highly-skilled professionals in their home countries. "Any move to increase the burden of costs on our business will be a risk to jobs."

Mark Brownrigg, director general of the Chamber of Shipping, said: "I don't know of any other business sector which will be required to pay British wages to employees who are based and live abroad. "It is absolutely standard practice throughout the international shipping industry for seafarers from different countries to be paid at different rates.

"What we are going to see is cost increases imposed on UK flag operators which are not imposed on anyone else.

"A number will be persuaded they cannot do business under the British flag. "We could see up to 25% of our trading fleet move abroad - a huge and very negative development." **Source: BBC**

CASUALTY REPORTING



Boat Collision Near Statue Of Liberty Kills 1

One man was killed and two others were injured after one boat ran into another near the Statue of Liberty early Friday evening. Police have arrested the operator of the boat that rammed into another boat and sent three men to the Jersey City Medical Center. One of the victims did not survive the horrific accident, which happened just as the Fourth of July holiday weekend was kicking off. **Chopper 2 HD** was over the scene Friday evening as an NYPD boat sped through the water and emergency personnel worked frantically to save the life of a man who only a few moments earlier was lifted out of a heavily damaged boat as he was enjoying the sights and sounds of the Hudson River.

But the life-saving efforts were in vain. "The gentleman who arrived in critical condition did suffer fatal head and brain trauma," said Dr. Vincent Canabal of Jersey City Medical Center. The holiday weekend fatality occurred at about 6:20 p.m., when a 30-foot Proliner called the "Reel Impulsive," with two adults and three kids on board, rammed into a 19-foot Bayliner with three men on board.

Tom George's cousin was one of the victims on the smaller boat. "They dropped anchor at the Statue of Liberty and what had happened was a larger water craft, a much larger, went through them and hit them," George said.

How did this happen? The U.S. Park Police said the fast moving touring boat called the "**Shark**" may have played a role. The craft routinely passes by the Statue of Liberty and authorities said on Friday night it passed by the two boats that eventually collided, creating a wake in the water as it went by. "One of the other boats that was crossing its wake did not see the smaller boat passing by and landed on top of the smaller boat," said U.S. Park Police Sgt. Sal Norman. Police said it's not unusual for boats to lose sight while rising out of the water after hitting a wake.

"As the boat comes up and it rises over it, it does create a visibility issue. You can't always see what's below you, especially a smaller boat like that," Sgt. Norman said. At the hospital where the three injured were taken, a family gathered, mourning the loss of a loved one just 30 years old on a weekend their country celebrates its independence.

"The occupants on the smaller boat did not even see it coming. They probably didn't even realize they were being hit at the time or what hit them," Sgt. Norman said. The man under arrest was captaining the "**Reel Impulsive**," but police did not announce any charges. Authorities are looking into the possibility that alcohol could have played a role in the collision.

NAVY NEWS



The USS **LCC 20 MOUNT WHITNEY** seen arriving in Zeebrugge – Photo : Willem Kruit ©



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Nieuwe commandant kustwachtcutter Poema



De kustwachtcutter **Poema** heeft sinds gisteren een nieuwe commandant. Gisteren droeg luitenant-ter-zee der tweede klasse **Wichert de Jong** het commando over de **Poema** aan luitenant-ter-zee der tweede klasse **Alexander Arriëns Dwarshuis**.

De ceremonie vond plaats bij het steunpunt Sint Maarten. Naast de kustwachtm medewerkers waren ook de collega's van de Franse Douane aanwezig, evenals collega's van de Royal Anguilla Police Force, die met hun patrouilleschip **Dolphin** afmeerden langs de Poema op Marinebasis Parera. De scheidend commandant blikte terug op zijn commando. Hij refereerde aan de verschillende havenbezoeken, de oefening Vigilant Eyes met de marine van de Dominicaanse Republiek en de successen die de

Poema en het steunpunt Sint Maarten behaalde. Hij keek terug op een hele mooie tijd aan boord. Traditioneel nam hij een wimpelkist in ontvangst, aangeboden door de bemanning van de **Poema**. De nieuwe commandant was trots op

zijn nieuwe commando over de cutter. Hij blikte kort vooruit op zijn functie aan boord en sprak de hoop uit dat hij de bestaande samenwerkingsverbanden kon voortzetten en verbeteren.

Marinefregat in Oranje



Het marinefregat **Hr. Ms. Van Amstel** steekt het Nederlands elftal vanuit het Caribisch gebied een hart onder riem



met een originele geste: **een oranje 'paradeerrol'**. Dit ceremoniële eerbetoon vond plaats als geestelijke ondersteuning voor de kwartfinale tegen Brazilië. Bij een paradeerrol maakt de bemanning de contouren van het marineschip zichtbaar door vrijwel voltallig aangetreden te staan op de hoofddekken van het schip. De Van Amstel opereert gedurende 4 maanden in het Caribisch gebied als stationsschip voor de Koninklijke Marine en de Kustwacht voor de Nederlandse Antillen en Aruba. Dit gebeurt vanuit Willemstad op Curaçao. Wanneer de patrouilles en ander werk op zee het toelaten, volgt de bemanning de wedstrijden van Oranje.

De Koninklijke Marine is in het Caribisch gebied verantwoordelijk voor de bescherming van de kustwateren en het grondgebied van de Nederlandse Antillen en Aruba. Hieronder valt het bijdragen aan internationale antidrugsoperaties in de regio. Ook ondersteunt de marine de Kustwacht voor de Nederlandse Antillen en Aruba en levert zij noodhulp, bij orkanen en andere natuurrampen.

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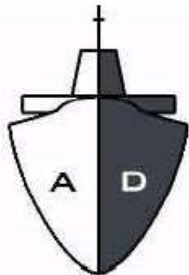
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Keel laying on the first Scandlines newbuildings

Scandlines has held a keel laying ceremony for their two first newbuildings ever. It took place at P+S Werften G.m.b.H (former Volkswerft Stralsund) which builds the two double ended ferries for the Gedser-Warnemünde service.

Delivery is set to 2012. The ferries will be 169 metres in length, 24.8 metres in breadth and with a draft of 5.5 metres. The vessels will have a capacity of 1,500 passengers and 1,600 lane metres, equal to 460 private cars or 90 lorries. The engine plant will produce 15,800 kW to a service speed of 20.5 knots. The two new ferries will replace the 1980-built **Kronprins Frederik** and **Prins Joachim**, which were re-engined in 2004/05.

Source : ShipGaz



Above seen 3 hulls of vessels which were under construction at the Bijnsma yard in Lemmer, due to the crisis the construction of the vessel was halted, one hull was grounded and the other two hulls were moored alongside just outside the port of Lemmer at the IJsselmeer **Photo : Fedde Visser ©**

Sietas-built ferries to Langeland-service

Sydfyenske in the Nordic Ferry Group has signed up with Sund & Bælt Holding to provide ferry service from Spodsbjerg to Taars across the Great Belt for the coming eight years. The new contract was signed in connection with a contract for two new double-ended ferries, which have been ordered at the German shipyard J. J. Sietas in Hamburg-Neuenfelde. Sydfyenske will invest around DKK 300 million, while another DKK 25 million will be invested in new port facilities. It will be the first new ferries to the Spodsbjerg-Taars run in 30 years (the last delivery was the Frigg Sydfyen in 1984). The new Sietas-built ferries will have a capacity of 600 passengers and 120 private cars. Sietas has earlier this year delivered a similar ferry to a local German ferry operator. It was Sietas first ferry newbuilding in years. **Source : ShipGaz**

Qingdao shipyard launches 2nd dry cargo ship for UCLH

Qingdao Hyundai Shipbuilding Co. (Qingdao, China) launched on June 15, 2010 the **Agat** dry cargo ship, the second multipurpose vessel of DCV36 project series. The vessel is being built for Universal Cargo Logistics Holding (UCLH), Marine Engineering Bureau said.

Overall, the Korean Hyundai Company's portfolio of orders includes 10 ships of the series of 5.280dwt to be constructed at its China shipyard. The DCV36 project vessels are intended for maritime transportation of general and bulked cargoes, including 20 and 40-foot ISO containers up to 9.5 feet (including refcontainers), metal, grain, timber, coal, bulky and heavy cargoes, Dangerous Goods Class 1.4S, 2, 3, 4, 5, 6.1, 8, 9 and Annex B of the BC Code. Ice3 category allows the ships to operate during winter in the Baltic and White seas. The vessel is designed for a class of Russian Maritime Register of Shipping (RS) KM Ice 3 AUT1.

LOA - 89.96 meters, length 84.89 m, beam 14,5 m, depth 7,5 m, LWL - 6,40 m, deadweight 5,280 tons.

The lead ship of the series – the **Amethyst** was laid at the shipyard on Nov. 16, 2009, launched – on May 17, 2010. There are 6 ships of 10 currently under construction. Universal Cargo Logistics Holding plans to take delivery of all ships of the series until the end of 2011.

UNIVERSAL CARGO LOGISTICS HOLDING BV (UCLH) is a transport Holding that integrates and controls Sea Port of St. Petersburg Group of companies, Taganrog and Tuapse sea commercial ports and other transport assets.

Marine Engineering Bureau is a private design and engineering firm, recognized by Russian Maritime Register of Shipping, Russian River Register and Register of Shipping Ukraine **Source : Portnews**

Nevsky Shipyard delivers the Neva VIP passenger ship

Nevsky Shipbuilding and Shiprepair Plant LLC (Shlisselburg, Leningrad Region) put into operation on July 1st the Neva, a PV02project river and sea going ship for VIP passengers. The ship was ordered by North-Western Shipping Company JSC, Marine Engineering Bureau said on Thursday.

The project PV02 custom-tailored vessel has been built as a modern replica OM ship type. Sea trials were held on 23 June. The ship showed good riding performances and best control in rough seas. The pleasure boat was designed for operations Russia's inland waterways, including the lakes of Ladoga and Onega, and the Gulf of Finland to carry 10 VIP passengers on board.

The vessel is comfortable and safe to sail in rough seas with 2.5-m-high wave. The vessel was built to the Russian River Register Class - M-OL 2,5 A. LOA - 44.2 m, DWL length - 40,6 m, beam - 7.015 m, DWL breadth - 6 m, DP - 2,5 m, DWL draft - 1,5 m, Load WL - 1,76 m. Crew - 6. Projected service life of the vessel - 15 years.

Nevsky Shipbuilding & Shiprepair Plant is located 40 km from Saint-Petersburg in Schlusselfburg on the left bank of the Neva River. The shipyard is one of the oldest shipping companies in the Russian North-West. Since 1952 the company has been building multipurpose sea and river vessels. It provides all types of ship repair works. Nevsky Shipyard's railway slip allows to launch and lift 140-m-long vessels with dock weight up to 2500 tons.

North-Western Shipping Company (NWSC JSC), part of Universal Cargo Logistics Holding, is the largest cargo and passenger carrier of Russian water transport. NWSC specializes in transportation of general cargo, bulked cargoes, oversized cargo and vessels. The company operates a fleet of 145 cargo ships of total deadweight of 550,000 tons, including 120 'rive-sea' going vessels, 4 barges, 12 tugboats and eight support vessels. The annual volume of freight traffic of NWSC is about 6 million tons.

Marine Engineering Bureau is a private design and engineering firm, recognized by Russian Maritime Register of Shipping, Russian River Register and Register of Shipping Ukraine **Source : PortNews**



The **ATLANTIC MIRAGE** seen in Belawan (Indonesia) - **Photo : Ni Lijun, Neal – SAL ©**

Expansion underway at Asry

Asry is on track with its \$188m expansion programme, and expects to see 400mtrs out of its planned 1,380mtr quay wall completed this year with an addition 800mtrs scheduled for completion by end 2011.

"I am pleased with the progress of the construction work on the quay wall project," Asry chairman Shaikh Daij bin Salman bin Daij Al Khalifa told Gulf Daily News. "We also look forward to the completion of work on a new modern administration building by August this year. The new building should lead to better efficiency and more conducive working environment."

"When the ongoing expansion programme is completed, it will significantly enhance Asry's capacity and further strengthen its position as a major ship repair yard in the region," he added. "This will position the company well to

withstand the increasing competition in the market and to take advantage of the opportunities that will arise from the anticipated recovery in the global economy, especially in the shipping industry," he added.. **Source : Seatrade Asia**

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Scottish fishing boats **GUIDE ME** and **GUIDE US** at rest last week in the James Watt Dock in Greenock.

Photo : Tommy Bryceland, SCOTLAND ©

Klaipeda port representatives participate in the EMSA meeting

A delegation of Klaipeda port has attended the 2nd seminar-workshop, organized by European Maritime Safety Agency (EMSA). The seminar was held in Lisbon (Portugal), the Baltic Course reports citing the Port Authority. This second

seminar-workshop was focused on the European Parliament and Council directive 2009/16/EB effective from Jan.1st, 2011 on implementation of the port state control requirements in member states.

Algimantas Zygyus, the head of Information technologies department of Klaipeda Seaport and Irena Veržilova, the inspector of hazardous cargo at the Port Dispatcher office took part in the seminar, wherein representatives of the member states reported on submission of vessel arrival information via the "SafeSeaNet" system. **Source: baltic-course**

Cruise ship docking in Galveston delayed by Alex

Hurricane Alex provided an extra day at sea for passengers on the Carnival Cruise Lines ship **Ecstasy** as it waited off Texas to dock. Carnival spokesman Tim Gallagher says the ship arrived in Galveston early Friday. Port of Galveston director Steve Cernak says the cruise ship could not dock Thursday because of a strong cross current in the channel. Harbor pilots, who use small boats to reach the passenger vessels and guide the ships into port, could not reach the **Ecstasy** amid the rough seas.

Gallagher told The Associated Press that the **Ecstasy** was fine in the weather and stayed fairly close to shore Thursday, until conditions were safe for harbor pilots to board. Hurricane Alex on Wednesday night made landfall in northern Mexico, sending rain to coastal Texas before weakening. **Source : dallasnews**



The **DÜMLUPINAR** seen moored in Amsterdam – **Photo : Erwin Willemse ©**

Diamond in tanker newbuilding spree

DSS Holdings subsidiary Diamond S Management has ordered 10 tankers from South Korean yards. According to reports appearing in Marine Log, the contracts call for the construction of eight Suezmaxes and two LR2 tankers. Deliveries are stemmed for 2011 and 2012. "We are very pleased with this opportunity to order high quality tankers at a very attractive point in the shipping cycle," reportedly said Craig Stevenson, president & CEO of Diamond S

Management. DSS Holdings is a partnership formed in October 2007 between First Reserve Fund XII and Stevenson, the former chairman of OMI Corp. **Source: Tanker Operator**

Abu Dhabi oil ports to bar all single-hull tankers from Jan 2011

Single-hull tankers will be barred from entering Abu Dhabi's petroleum loading ports from January 1, 2011, according to a notice released late Tuesday by the Abu Dhabi National Oil Company's Supreme Petroleum Council. "In line with ADNOC policy of risk mitigations and protection of assets and environment, it is to be noted that by 31 December 2010, Abu Dhabi Petroleum Ports will only grant permits for double-hull tankers to load any grades of oils regardless of the flag and size of the vessel," the statement said. Abu Dhabi's oil loading ports are Das Island, Jebel Dhanna, Ruwais, Mubarratz Island, Sas Al Nakhl and Zirku Island. The International Maritime Organization had brought forward to 2010 a planned global phase-out of single-hull tankers under its MARPOL regulations, from a 2015 target it had set earlier. The revision came after the single-hull tanker, Prestige, leaked fuel oil off Spain's coast in 2002. However, under MARPOL regulations, an exception exists to allow countries to use single-hull tankers until 2015 or until the vessels reach 25 years of age, whichever is earlier -- if the tanker carries the flag of the home country. The exception -- called Condition Assessment Scheme -- demands the enhanced and transparent verification of the single-hull vessel's structural condition. Based on ADNOC's notice, it appears that Abu Dhabi ports will not allow any single-hull vessels under the CAS exception. **Source: platts.com**



Above seen Zodiac shippings **MSC Lesotho**, which arrived June 26th in Antwerp, this container vessel is the former **NYK Antares**.

Photo : Jaap Janse ©

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Birds-eye view of the Europa harbour in Rotterdam-Europoort with seen the **MSC Lesotho, Hatta, Maersk Kithira** and **Edith Maersk** moored alongside – **Photo : Rik van Marle** ©

Paragon Shipping buys two container ships

Paragon Shipping became the latest dry bulk shipowner to diversify into container shipping, paying \$98 million for two new box vessels. The NYSE-listed company, which currently operates 11 bulk carriers, will take delivery of the container ships, each of which has a capacity of 3,400 20-foot equivalent units, from Germany's HDW shipyard in July and August. The Athens-based company's foray into container shipping coincided with the sale of a contract for an 82,000-deadweight-ton Kamsarmax bulk carrier. "We have taken advantage of favorable conditions in the sale and purchase markets," said Michael Bodouroglou, chairman and CEO of Paragon Shipping.

"We were able to sell the Kamsarmax contract at a one time cash profit to the company and we believe the acquisitions of the container vessels were made at attractive prices at an advantageous point in the container cycle." The new container ships will be employed on fixed-rate period charters, Paragon said. The company said it would continue to seek accretive acquisitions in the container and dry bulk sectors. With the new container ships, Paragon's fleet will total 21 vessels. Paragon's move into container shipping reflects increased interest in the sector among Greek owners who have traditionally focused on tanker and dry bulk markets. Diana Shipping, an Athens-based NYSE-listed bulk owner, recently acquired two new 3,400-TEU container ships for around \$91 million just 10 weeks after it established a company to invest in the sector. Goldenport, a Greek bulk carrier and container shipowner listed in London, has raised \$85 million to invest in box ships. **Source: joc.com**

Heavy lift company expands in Australia



Netherlands-based heavy lift operator **Jumbo Offshore** has opened a new regional office in Perth, Western Australia.

The company says this development is prompted by the successful completion of several deepwater projects over the last few years and by the growth potential in South-East Asia. The office is headed by **Sjoerd Meijer**, business development manager Australia & SE Asia.

Meijer started his career at Jumbo's Headquarters in Rotterdam in 2003. From 2007, he worked as project manager on several projects including Jumbo's Kikeh project (Malaysia) and the Cascade and Chinook (GOM, USA) projects.

Meijer will be seeking out opportunities for subsea installation work for Jumbo's two DP2 vessels: **HLV Jumbo Javelin** and **HLV Fairplayer** Source : The Motorship



The **MSC LIBERTY** seen in Felixstowe – Photo : Andrew Moors ©

EMS acquires Provimar

The acquisition places EMS among the largest global ship supply companies. The Provimar Group is an efficient and profitable business, which is complementary to the EMS organisation. EMS is strong in Northern Europe and Asia, whilst the Provimar Group has focused on Southern Europe as well as North and South America. The merger of the two companies is expected to create considerable synergies. The Provimar Group has an attractive customer portfolio, which will provide EMS with access to a significantly larger part of its core market; the merchant fleet. The acquisition will also enable cross sales of EMS products to the Provimar Group's customers, where in many instances EMS products would complement the Provimar Group's product offering. Through the acquisition, EMS also gains access to broader segments like the Mediterranean cruise fleet and the navy market.

EMS' pronounced strategy is to develop into a leading ship supply company on a global basis, benefiting from the changes taking place in the market. Furthermore, high volumes and efficient logistics are prerequisites for improving margins in the ship supply industry. The Acquisition of the Provimar Group will increase EMS' total sales in the ship supply business area by more than 150 percent (based on 2006 sales).

The Provimar Group had sales of €92 million last year and is Spain's largest ship supply company, with presence in 27 ports in Spain, Portugal, Gibraltar, Morocco, Uruguay and the United States. The Provimar Group has a strong position in the Mediterranean and has established footholds in North and South America. It enjoys a broad customer base, including the merchant fleet, the Mediterranean passenger ferry and cruise fleets as well as the fishing fleet and the Spanish and NATO navies. The Provimar Group started its operations in 1972 and employs approximately 380 people, of which 90 work at the operations centre in Barcelona. The workforce includes more than 15 nationalities.

Source: Eitzen-Group



The **SOEMANTRI BRODJONEGORO** seen in Belawan (Indonesia) - Photo : Ni Lijun, Neal – SAL ©

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Expansion work kicks off at Panama Canal

Grupo Unidos por el Canal, the consortium tasked with the planned expansion of the locks at the Panama Canal officially began work on the project yesterday. A ceremony to celebrate the launch of the \$5.25bn expansion was attended by a number of dignitaries including Panama President Ricardo Martinelli, Italian Prime Minister Silvio Berlusconi and Spanish Deputy Premier Manuel Chaves.

The multinational consortium, which is composed of Sacyr Vallehermoso of Spain, Impregilo of Italy, Jan De Nul of Luxembourg, and Constructora Urbana of Panama, will construct a third set of locks allowing vessels of 12,600teu to transit the canal. The project is scheduled for completion in 2014. **Source : Seatrade Asia**

OLDIE – FROM THE SHOEBOX



Seen moored in Rotterdam at the Parkkade in yesteryears, the Dutch destroyer **D 810 NOORD BRABANT** and the cruiser **C 801 DE RUYTER** , seen at the Wilhelmina quay completely in the background the **MAASDAM** or **RYNDAM** of the HAL

Photo : Hans Breeman ©

.... PHOTO OF THE DAY



The Dutch frigate **F 804 DE RUYTER** seen approaching Vlissingen

Photo : Wim Kosten – www.maritimephoto.com (c)

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