

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 203



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HAL's PRINSENDAM seen arriving off Vlissingen for the first time last Tuesday morning

Photo : Toon Poppe – www.boulevard-bankert.nl (c)

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EVENTS, INCIDENTS & OPERATIONS



As mentioned above last Tuesday did see the arrival of HAL's 204 mtr long **PRINSENDAM** in the Vlissingen Outer Harbour. This is the first arrival of a passenger ship in about half a century in this port !!

Photo's : Willem Kruit (c)

The **PRINSENDAM**, was built in 1988 as **ROYAL VIKING SUN**, under which name she sailed until 1999 when she was renamed in **SEABOURNE SUN**, she was acquired during June 2002 by the HAL and renamed **PRINSENDAM**. She arrived in Vlissingen about one hour earlier than scheduled and departed the same day around 23:00 and was assisted by

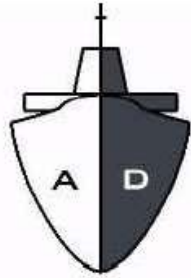
Union 6 (URS).



The **PRINSENDAM** seen departing again from Vlissingen bound for Zeebrugge

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

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Above seen the 2010 built maiden voyage offshore tug/supply ship **UOS FREEDOM** offshore Malta on Monday 19th July, 2010. **Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com (c)**

Executive order implements Ocean Policy Task Force recommendations

Obama Administration officials released the Final Recommendations of the Ocean Policy Task Force. President Obama promptly issued an "Executive Order--Stewardship of the Ocean, Our Coasts, and the Great Lakes" that implements those recommendations and establishes the National Ocean Council (NOC) that they call for.

You can access the text of the executive order :

<http://www.whitehouse.gov/the-press-office/executive-order-stewardship-ocean-our-coasts-and-great-lakes>

The executive order says that it "establishes a national policy to ensure the protection, maintenance, and restoration of the health of ocean, coastal, and Great Lakes ecosystems and resources, enhance the sustainability of ocean and coastal economies, preserve our maritime heritage, support sustainable uses and access, provide for adaptive management to enhance our understanding of and capacity to respond to climate change and ocean acidification, and coordinate with our national security and foreign policy interests."

The Final Recommendations prioritize actions for the National Ocean to pursue, and call for a flexible framework for coastal and marine spatial planning to address conservation, economic activity, user conflict, and sustainable use of the ocean, our coasts and the Great Lakes.

The Executive Order says that "in practical terms, coastal and marine spatial planning provides a public policy process for society to better determine how the ocean, our coasts, and Great Lakes are sustainably used and protected -- now and for future generations. The NOC will coordinate across the Federal Government to implement the National Policy. Its Co-chairs will be the Chair of the Council on Environmental Quality and the Director of the Office of Science and Technology Policy. Plans are for it to have its first meeting later this summer. **Source : MarineLog**



Above seen equipment of **BAM International**: tugboat "**Marken**" with one of the transportbarges loaded with the Jackup "**Ramses I**", seen departing Port of Hamriyah, heading for Jazeera Port, UAE.

Photo : Jurgen Versteeg (c)

Taking Lessons From What Went Wrong

Disasters teach more than successes.

While that idea may sound paradoxical, it is widely accepted among engineers. They say grim lessons arise because the reasons for triumph in matters of technology are often arbitrary and invisible, whereas the cause of a particular failure can frequently be uncovered, documented and reworked to make improvements. Disaster, in short, can become a spur to innovation. There is no question that the trial-and-error process of building machines and industries has, over the centuries, resulted in the loss of much blood and many thousands of lives. It is not that failure is desirable, or that anyone hopes for or aims for a disaster. But failures, sometimes appalling, are inevitable, and given this fact, engineers say it pays to make good use of them to prevent future mistakes.

The result is that the technological feats that define the modern world are sometimes the result of events that some might wish to forget. "It's a great source of knowledge — and humbling, too — sometimes that's necessary," said Henry Petroski, a historian of engineering at Duke University and author of "Success Through Failure," a 2006 book. "Nobody wants failures. But you also don't want to let a good crisis go to waste." Now, experts say, that kind of analysis will probably improve the complex gear and procedures that companies use to drill for oil in increasingly deep waters. They say the catastrophic failure involving the **DEEPWATER HORIZON** oil rig in the Gulf of Mexico on April

20 — which took 11 lives and started the worst offshore oil spill in United States history — will drive the technological progress.

"The industry knows it can't have that happen again," said David W. Fowler, a professor at the University of Texas, Austin, who teaches a course on forensic engineering. "It's going to make sure history doesn't repeat itself." One possible lesson of the disaster is the importance of improving blowout preventers — the devices atop wells that cut off gushing oil in emergencies. The preventer on the runaway well failed. Even before the disaster, the operators of many gulf rigs had switched to more advanced preventers, strengthening this last line of defense. Of course, an alternative to improving a particular form of technology might be to discard it altogether as too risky or too damaging.

Abandoning offshore drilling is certainly one result that some environmentalists would push for — and not only because of potential disasters like the one in the gulf. They would rather see technologies that pump carbon into the atmosphere, threatening to speed global climate change, go extinct than evolve. In London on June 22 at the World National Oil Companies Congress, protesters from Greenpeace interrupted an official from BP, the company that dug the runaway well. Planetary responsibility, a protestor shouted before being taken away, "means stopping the push for dangerous drilling in deep waters." The history of technology suggests that such an end is unlikely. Devices fall out of favor, but seldom if ever get abolished by design. The explosion of the Hindenburg showed the dangers of hydrogen as a lifting gas and resulted in new emphasis on helium, which is not flammable, rather than ending the reign of rigid airships. And engineering, by definition, is a problem-solving profession. Technology analysts say that constructive impulse, and its probable result for deep ocean drilling, is that innovation through failure analysis will make the wells safer, whatever the merits of reducing human reliance on oil. They hold that the BP disaster, like countless others, will ultimately inspire technological advance.

The sinking of the **TITANIC**, the meltdown of the Chernobyl reactor in 1986, the collapse of the World Trade Center — all forced engineers to address what came to be seen as deadly flaws. "Any engineering failure has a lot of lessons," said Gary Halada, a professor at the State University of New York at Stony Brook who teaches a course called "Learning from Disaster." Design engineers say that, too frequently, the nature of their profession is to fly blind. Eric H. Brown, a British engineer who developed aircraft during World War II and afterward taught at Imperial College London, candidly described the predicament. In a 1967 book, he called structural engineering "the art of molding materials we do not really understand into shapes we cannot really analyze, so as to withstand forces we cannot really assess, in such a way that the public does not really suspect." Among other things, Dr. Brown taught failure analysis. Dr. Petroski, at Duke, writing in "Success Through Failure," noted the innovative corollary. Failures, he said, "always teach us more than the successes about the design of things. And thus the failures often lead to redesigns — to new, improved things."

One of his favorite examples is the 1940 collapse of the Tacoma Narrows Bridge. The span, at the time the world's third-longest suspension bridge, crossed a strait of Puget Sound near Tacoma, Wash. A few months after its opening, high winds caused the bridge to fail in a roar of twisted metal and shattered concrete. No one died. The only fatality was a black cocker spaniel named Tubby.

Dr. Petroski said the basic problem lay in false confidence. Over the decades, engineers had built increasingly long suspension bridges, with each new design more ambitious. The longest span of the Brooklyn Bridge, which opened to traffic in 1883, was 1,595 feet. The George Washington Bridge (1931) more than doubled that distance to 3,500 feet. And the Golden Gate Bridge (1937) went even farther, stretching its middle span to 4,200 feet. "This is where success leads to failure," Dr. Petroski said in an interview. "You've got all these things working. We want to make them longer and more slender." The Tacoma bridge not only possessed a very long central span — 2,800 feet — but its concrete roadway consisted of just two lanes and its deck was quite shallow. The wind that day caused the insubstantial thoroughfare to undulate wildly up and down and then disintegrate. (A 16-millimeter movie camera captured the violent collapse.) Teams of investigators studied the collapse carefully, and designers of suspension bridges took away several lessons. The main one was to make sure the road's weight and girth were sufficient to avoid risky perturbations from high winds. Dr. Petroski said the collapse had a direct impact on the design of the Verrazano-Narrows Bridge, which opened in 1964 to link Brooklyn and Staten Island. Its longest span was 4,260 feet — making it, at the time, the world's longest suspension bridge and potentially a disaster-in-waiting. To defuse the threat of high winds, the designers from the start made the roadway quite stiff and added a second deck, even though the volume of

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traffic was insufficient at first to warrant the lower one. The lower deck remained closed to traffic for five years, opening in 1969. "Tacoma Narrows changed the way that suspension bridges were built," Dr. Petroski said. "Before it happened, bridge designers didn't take the wind seriously."

Another example in learning from disaster centers on an oil drilling rig called **OCEAN RANGER**. In 1982, the rig, the world's largest, capsized and sank off Newfoundland in a fierce winter storm, killing all 84 crew members. The calamity is detailed in a 2001 book, "Inviting Disaster: Lessons from the Edge of Technology," by James R. Chiles. The floating rig, longer than a football field and 15 stories high, had eight hollow legs. At the bottom were giant pontoons that crewmen could fill with seawater or pump dry, raising the rig above the largest storm waves — in theory, at least. The night the rig capsized, the sea smashed in a glass porthole in the pontoon control room, soaking its electrical panel. Investigators found that the resulting short circuits began a cascade of failures and miscalculations that resulted in the rig's sinking.

The lessons of the tragedy included remembering to shut watertight storm hatches over glass windows, buying all crew members insulated survival suits (about \$450 each at the time) and rethinking aspects of rig architecture. "It was a terrible design," said Dr. Halada of the State University of New York. "But they learned from it." Increasingly, such tragedies get studied, and not just at Stony Brook. The Stanford University Center for Professional Development offers a graduate certificate in advanced structures and failure analysis. Drexel University offers a master's degree in forensic science with a focus on engineering. So too, professional engineering has produced a subspecialty that investigates disasters. One of the biggest names in the business is Exponent, a consulting company based in Menlo Park, Calif. It has a staff of 900 specialists around the globe with training in 90 engineering and scientific fields. Exponent says its analysts deal with everything from cars and roller coasters to oil rigs and hip replacements. "We analyze failures and accidents," the company says, "to determine their causes and to understand how to prevent them."

Forensic engineers say it is too soon to know what happened with **DEEPWATER HORIZON**, whose demise flooded the gulf with crude oil. They note that numerous federal agencies are involved in a series of detailed investigations, and that President Obama has appointed a blue-ribbon commission to make recommendations on how to strengthen federal oversight of oil rigs. But the engineers hold, seemingly with one voice, that the investigatory findings will eventually improve the art of drilling for oil in deep waters — at least until the next unexpected tragedy, and the next lesson in making the technology safer. One lesson might be to build blowout preventers with more than one blind shear ram. In an emergency, the massive blades of these devices slice through the drill pipe to cut off the flow of gushing oil. The **DEEPWATER HORIZON** had just one, while a third of the rigs in the gulf now have two. Perhaps regulators will decide that rig operators, whatever the cost, should install more blind shear rams on all blowout preventers. "It's like our personal lives," said Dr. Fowler of the University of Texas. "Failure can force us to make hard decisions." **Source : New York Times**



The 192 mtr long STX owned **NEW ORION** seen passing Spijkenisse inward bound bound for Dordrecht
Photo : Lia Mets (c)

Spider-infested ship turned away from port

Thousands spill out as cargo is unloaded; vessel last docked in South Korea

Authorities in the U.S. territory of Guam have turned away a ship after thousands of spiders overflowed from its cargo.

The Guam Department of Agriculture says hundreds of large spiders and thousands of smaller ones were seen when stevedores began offloading insulation and beams for housing units from the ship, the M.V. **Altavia**.

The cargo was returned to the ship, and the Agriculture Department on Friday ordered that the ship not be allowed to dock. It was last ported in South Korea. Agriculture officials say they don't know what type of spiders were on the ship, but said it's a type that isn't normally found on the island. They said there was concern the spiders could damage Guam's environment. The ship was carrying housing units and accessories for a work force village expected to house up to 18,000 temporary workers. **Source : MSNBC news**



With the fortress of St. Angelo as background, the luxury yacht " **TRIDENT** " passing the super sailing boat " **Maltese Falcon** " at the Grand Harbour Marina, Malta. - **Photo : Gejtu Spiteri (c)**

TWO SHIPS AND CREWS RELEASED BY SOMALI PIRATES AGAINST RANSOM

FV SAKOBA: Seized after February 26, 2010, when the vessel was in Malindi / Kenya for bunkers, and according to the owner on 03 March, when the vessel was around Pemba Island in Tanzania. From there she went to her most southerly recorded point on 04 March 2010 at position 7°26.48' S, 42°29.88' E, which is between Zanzibar and Mafia Island in Tanzania waters. At 07h04 UTC on 08 March 2010 Kenya-flagged **FV SAKOBA** was in position 00°52'N-046°56'E. The fishing vessel was used as a pirate platform and most likely also involved in the sea-jacking of **UBT OCEAN**. **FV SAKOBA** is a fishing vessel, presently flying Kenyan flag, which has become infamous in the fish-

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poaching world since many years and its clandestine operations are very well known to several environmental organizations. It has a murky track record.

In 2005 **FV SAKOBA**, with a crew of Kenyan-Spaniards and Kenyans was involved in a serious incident, whereby a Kenyan seaman got seriously injured off the Kenyan coast. It is therefore assumed that this vessel was not necessarily sea-jacked but also operated in co-operation with the Somali sea-shifta. To be "hijacked" is a nice cover for a crooked crew to operate in criminal operations, be it illegal fishing, smuggling, trafficking or assisting in the hijacking of other vessels. In the clandestine world of vessels sailing under Flag of Convenience (FOC), **FV SAKOBA** is a special case. **FV SAKOBA** arrived late afternoon on 10 March 2010 at the Central Somali coast near Harardheere, where it is anchored now at position 4°36.88'N-48°05.64'E.

The 16 men crew consists of one Spaniard of Portuguese origin as captain, the chief engineer from Poland, ten Kenyans, two Senegalese and one sailor each from Namibia and Cape Verde. The Spanish owner of the vessel holds 99.9% of the shares in the Kenyan registered company, which exports the fish to Europe via his Spanish company. The Spanish owner was at Nairobi in Kenya with the Spanish Ambassador and had reportedly contact with the Somali group holding the vessel. Families of the Kenyan seafarers demonstrated in Mombasa to seek support and information from the Spanish shipowner and the Kenyan government. The legal procession to hand a petition to the Kenya Maritime Authority was broken up by Kenya police, who detained one human rights activist. Meanwhile some of the Kenyan sailors on board were allowed to call home and reported shortages of clean water, food (except fish) and ship-fuel. The Spanish shipowner had left Kenya for Spain without having been able yet to reach an agreement with the pirates for the release. Reports of mistreatment of crew and the captain being held on land are worrisome. At times it looked that the Spanish owner was running away from his responsibilities, closing the office in Mombasa and having paid to the Kenyan families of the seafarers only 50.- US Dollars each, while several month of salary are outstanding. The families especially of the Kenyan seafarers who had gathered today to work out a way forward to overcome the misery in their lives were overjoyous of the news that the vessel is sailing to safe waters.

MT UBT OCEAN: seized on March 05, 2010. The Marshall Islands-flagged, Norwegian owned oil-product tanker with 21 crew from Burma was captured between the Seychelles and Tanzania in the Indian Ocean while heading towards Dar es Salaam at position 04°34'S-048°09'E at 06h39 UTC (0939 LT). It was said that **FV SAKOBA** was somehow involved in the sea-jacking of the Norwegian tanker. However, later the position of the attack was said to have been 09°12'S-044°20'E, which seems not to be plausible. The 120 m long 9,224dwt tanker belongs to shipowners Brovigtank and is managed by Singapore-based Nautictank. The tanker had been commandeered to the coast near Harardheere at the Central Somali Indian Ocean coast, where vessel and crew were held even after the Al-Shabab overran the location. Negotiations for the release finally were successful and the crew of the vessel which was supposed to be released already yesterday, is said to be all right - given the circumstances - after the four and a half month ordeal. **Source : Ecoterra**



The **JAG LAXMI** seen enroute Amsterdam – **Photo : Marcel Coster (c)**

Fewer ships sold for scrap in June, adding pressure to freight rates

The easing of vessel tonnage supply should be among the main concerns among ship owners, especially those active in dry bulk shipping. The reason is pretty obvious; any additional supply is hurting the market's chance of a recovery in rates, with the dry bulk industry's main benchmark, the Baltic Dry Index (BDI) having nosedived for 35 straight session, losing more than 55% of its value back in late May. As a result, some owners have even pulled out some of their vessels from the market. With June proving to be a rather challenging month in terms of vessel earnings, older carriers could have been led to scrapyards for sale, given the higher offers their owners could receive. Still, as the latest monthly demolition report from shipbrokers Golden Destiny indicates, last month saw the sale for scrap of 79 vessels with a total deadweight of 1,605,994 tons, a negative monthly change of 22.5%. Market analysts who spoke to Hellenic Shipping News Worldwide earlier said that one reason for that, was that older dry bulk vessels, could still earn good profit in the spot market, holding their rates better than their modern counterparts. As a result, tankers and liners represented the biggest share of the demolition market in terms of reported number of transactions while in the bulk carrier sector the demolition activity is still at low levels. During June, when the BDI lost 41% of its value, just 8 dry bulk carriers were sold for scrap, bearing a total capacity of 127,775 tons. According to Global Destiny, "tankers are estimated to hold 27.8% of the demolition market and liners with Pax/Ro carriers around 15% and 16% respectively. Bulk carriers and containers demolition activity is estimated around 10% and 7.6% respectively while in the other sectors no significant movements have been reported".

Still, during the same month of 2009, the demolition activity was standing at much lower levels with 52 vessels reported to have headed to the scrap yards of total deadweight 1,475,699 tons. In terms of reported number of transactions, the majority of the demolition activity had been recorded in the container market as the charter market activity was barely at subsistence level and the laid up container fleet was standing 10.3% of the existing fleet by capacity in early June 2009. In total, 19 containers reported to have headed to the scrap yards equaling to a total deadweight of 550,667 tons whereas in today's market the container demolition activity is estimated to 6 vessels equaling to a total deadweight of 222,313 tons. Golden Destiny said that "container charter rates started to be beyond minimum operating costs in May 2010 after the significant rise in freight volumes on the Asia-Europe trade witnessed in recent months with the laid up fleet represented just 3.6% of the container ship fleet in early June 2010".

During the first half of the year, a total of 508 vessels have been sold for scrap, amounting to a total deadweight of 14,753,789 tons with tankers, liners and Pax/Ro carriers representing the highest demolition activity, estimated to hold around 29.5%, 22.6% and 14% respectively of the demolition market in terms of reported number of transactions. As the report states, "demolition activity has recorded a 65.2% & 36.5% decline in bulk carrier and container sector respectively in terms of reported number of transactions in comparison with the first six months of 2009. Although the demolition activity in January to June 2010 estimated to have been increased only by 10.4% in contrast to similar period in 2009, is up by 379.2% in comparison with January to June 2008 when only 106 vessels reported for scrap equaling to a total deadweight of 3,357,735 tons. During January to June 2008, tankers were the most popular scrap candidates as almost 50% of the total number of demolition transactions were reported in the tanker sector. In the bulk carrier sector, only one unit reported to have gone for scrap when the BDI was standing at 9,589 points at the end of June 2008, showing signs of decrease from its peak at 11,793 points in May 20th, 2008. It remains to be seen how the market will react after the recent fall in the dry freight market depending on the seasonality of summer period, the general influence of the low freights and the inflow of newbuilding deliveries" Golden Destiny said. In terms of prices offered, India and Pakistan are taking the lead with China following. June ended with demo countries paying \$340-\$370/ldt for dry and \$365-\$400/ldt for wet cargo. In June 2009, the scrap rates were standing at much lower levels with Bangladesh and China offering the highest scrap rates, \$220-\$240/ldt for dry and \$270-\$310/ldt for wet cargo. In June 2008, scrap rates were fluctuating at the high levels of xs \$600/ldt for dry and region \$700/ldt for wet cargo with China offering only \$370/ldt for dry and \$425/ldt for wet cargo.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



The **SAFFIER** seen passing the Kiel canal - Photo : Michael Brakhage (c)

Containership capacity influx threatens freight recovery

Deliveries of new containerships will reach over 200,000 TEU in July, the highest level of deliveries ever recorded in a single month and could threaten the recovery in freight levels, especially if demand in August is not be as strong as expected According to figures released by Alphaliner, the surge in new ships entering the market comes on the back of vessels totalling 747,000 TEU which have been delivered in the first half of this year. Total new ship deliveries for the first seven months of the year will reach 950,000 TEU, or 7.3% of the fleet. Alphaliner estimates that 1.45 million TEU will be delivered within the full year 2010. This represents 11.1% of the world fleet at January 2010, with slippage and cancellations limited to only a small part of the container ship orderbook. The July record will be achieved due to the deliveries of at least 8 units of over 10,000 TEU. Only 7 units of this size were delivered in the first six months of the year.

Deliveries of these large containerships are expected to continue, with 12 more units of over 10,000 TEU planned for August and September. These units are to be handed over to only four major operators, i.e. CMA CGM, Maersk, MSC and Zim (with Evergreen taking one of the Zim ships on charter). These VLCS/ULCS deliveries bring the average size of the new ships delivered in July to more than 6,000 TEU. The previous monthly record was registered in April 2008 when 156,000 TEU of capacity was delivered. At that time however, the average size of the new vessels was only 3,700 TEU. Together with the lower scrapping levels expected this year, the full-year overall capacity increase is expected to reach 9.6%. Total demolitions recorded year-to-date have only reached 120,000 TEU. With containership demolitions dwindling, the full-year scrapping level is forecast to clock in at less than 200,000 TEU for 2010, compared to 377,000 TEU scrapped in 2009.

The situation this year is significantly different from 2009, when a large number of vessel orders were cancelled or deferred. In 2009, total newbuilding deliveries reached 1.07 million TEU while 0.38 million TEU were scrapped. Furthermore, the massive oversupply led to the idling of tonnage, which averaged 1.26 million TEU during that year. The re-activation of the idle fleet has already brought back 1.24 million TEU of capacity since the beginning of January. In combination with the net increase brought about by vessel deliveries, this brings the total additions to the active fleet this year to over 2 million TEU. The figure corresponds to a net fleet increase of over 16% for this year. The massive influx of new capacity has had no major impact on freight levels so far. Demand growth has absorbed a large

portion of the increase e increased by 19%). Average freight rates out of Asia remain firm in July, due to the effects of earlier rate increases and peak season surcharges applied on the main trades. However, the Shanghai Containerised Freight Index is starting to show signs of weakening. After 11 consecutive weeks of spot rate increases, freight rates began to show small declines in the two weeks following 9 July. Some rate reductions are reported on the Asia to Mediterranean spot market, as the impact of the Euro crisis starts to be felt with some weakening in volumes.

Source: MotorShip



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The **SWIBER ELSE MARIE** seen departing from Vlissingen
Photo : Wim Kosten – www.maritimephoto.com (c)

Somali Pirates Hold 21 Foreign Vessels

Somali pirates are holding at least 21 foreign vessels plus one barge with at least 387 seafarers, an international maritime body, Ecoterra International said on Tuesday. In a statement, the maritime body said the 387 seafarers are

languishing in the pirates hands. "Today July 20, 12h00 UTC, still at least 21 foreign vessels plus one barge are kept in Somali hands against the will of their owners, while at least 387 seafarers - suffer to be released," Ecoterra International said.

The development came after the pirates released two vessels, a Kenyan-flagged fishing vessel and a chemical tanker on Monday. The Kenyan-flagged **MV Sakoba** which has a Spanish captain and 15 other crew members from Kenya, Poland, Senegal, Cape Verde and Namibia was taken hostage in waters off the Kenyan and Seychellois coasts in the first week of March. The Marshall Islands-flagged **UBT Ocean** which has 21 crew members on board was hijacked while travelling off the coast of Madagascar.

The ship's Norwegian owner Broevigtank said then the vessel had taken a route well south of the zone where pirates operate. The Gulf of Aden, a body of water between Somalia and Yemen, is the main sea route between Europe and Asia. Tankers carrying Middle East oil through the Suez Canal must pass first through the Gulf of Aden. About 4 percent of the world's daily oil supply is shipped through the gulf. The attacks are being carried out by increasingly well- coordinated Somali gangs armed with automatic weapons and rocket- propelled grenades, maritime officials said. Somalia has been without a functioning government since 1991, and remains one of the world's most violent and lawless countries. The International Maritime Bureau and the UN International Maritime Organization have urged the world's naval powers to coordinate and act against the pirates. **Source: Xinhua**



The tug **SOUTH** and in the background the TSHD **VOX MAXIMA** seen moored in Murmansk

Photo : Erik van Sliedregt – Riverlake Solutions ©

ITF: Port lockout 'a needless overreaction'

The ITF (International Transport Workers' Federation) labelled the Port of Montreal lockout "a needless overreaction" and called for an immediate return to negotiations by the employers' association. Frank Leys, Dockers' Section Secretary of the ITF, of which the Syndicat des Debardeurs, which is part of CUPE (the Canadian Union of Public Employees) is a member, commented: "A solution to the dispute at the port was within everyone's reach. This lockout risks kicking it over the horizon and out of sight." He continued: "We'd remind the employers' association that overtime is voluntary; not providing it is not a reason to be shut out of your job. Renegotiation of an existing agreement - which

is what this is all about - isn't done by barring the doors on those affected. Negotiation is the only way forward. The union is willing. It's up to the employers to rescind this pointless ban and resume talks."

The Syndicat des Debardeurs has described the lockout, which began yesterday, as "incomprehensible and pointless" and said that when the news reached them they were in the middle of a general meeting to cancel the planned application of pressure tactics. The union and the employer had met all afternoon on Sunday and planned to continue ongoing negotiations during the week. "The best way to disrupt the functioning of the port is to lock up and send the workers packing. The solution is for the employer to let the work continue, in the port and at the negotiating table, and in the next few weeks, we'll have an agreement," said union representative Michel Murray. According to the Syndicat des Debardeurs, on June 27 the employer changed the working conditions of 169 dockers with the least seniority. The longshoremen responded by refusing to work overtime as of July 9. "We wanted to demonstrate that our 169 colleagues are essential. The employer had to reinstate them to cover the overtime," said Murray. **Source : ITF**

Tanker Pacific VLCC leaves Dalian Port after pipeline blast

The Tanker Pacific Management very large crude carrier at berth in Dalian Port when pipeline explosions took place on Friday has been allowed to sail. The **Cosmic Jewel** was allowed to leave the port at 00-50hrs this morning after receiving clearance from the authorities Singapore-based Tanker Pacific said. The company said the vessel had completed discharging operations at 13-00hrs on Friday, Dalian Xin Gang Crude Oil Terminal and the explosion took place while the **Cosmic Jewel** was still alongside at 18-15hrs. "She was not discharging any cargo and had her manifold valves shut tight at the time of the reported fire incident," Tanker Pacific said. Meanwhile, in Dalian it has emerged that had been warnings over possible dangers in the area dating back several years. According to local organisation, as early as 2006, the accident site, Dalian Dagushan island region, was on the verification list of environmental risks. One of officials who participated in this verification said: "The pipeline exploded this time is on the ground, when we did environmental assessment at that time, what we concerned much are risks in sea and also terminal, but not ground risks." The site of the explosion was reported to be 1km inland **Source: seatradeasia**



UAE gives Seychelles a US\$15m anti-piracy boost

The United Arab Emirates (UAE) has signed a US\$15 million deal to boost the Seychelles' coast guard and help the Indian Ocean archipelago combat Somali piracy. The UAE has agreed to fund the construction of a new base on a reclamation area off the main island of Mahe for the Seychelles coast guard and provide it with five patrol boats, more than doubling the size of its fleet. 'Seychelles will be better equipped to fight pirates, and the new radar surveillance system will ensure the safe passage of fishermen and other maritime traffic,' Seychellois President James Michel said in the statement. 'We will be more capable in the detection of pirate skiffs and our readiness to respond will be amplified,' said Mr Michel, who is also the island nation's defence minister.

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The announcement comes after an international symposium on piracy held in the Seychelles earlier last week. Since the world's naval powers started deploying warships to the Gulf of Aden in 2008 to protect the crucial waterway, Somali pirates have extended their reach further out in the Indian Ocean, notably affecting the Seychelles. With international backing, the Seychelles - which has a population of 85,000 spread out over 115 islands - has taken a leading role in combatting Somali piracy, which threatens its vital fishing and tourism sectors. The president said that the deal with the UAE was the result of talks held during his visit to Abu Dhabi. The two countries signed a memorandum of understanding on defence cooperation last year. Emirati President Sheikh Khalifa bin Zayed al-Nahayan, one of the world's richest men, has recently invested large sums in property projects in the Seychelles. Sheikh Khalifa and his partners in the Seychellois government drew public criticism over the pollution caused by the construction of a lavish palace on the highest spot of the main island of Mahe. **Source : businessstimes.com.sg**

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NAVY NEWS



Above seen the German submarine **U 34** seen enroute Kiel - **Photo : Paul Struyf (c)**

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Above seen the **SS Pantanal** and **CSOL Pioneer** seen getting ready for sea trials at Yantai Raffles yard in China, the **SS Pantanal** is equipped with 8 x underwater mountable LIPS azimuth propeller, whilst the **CSOL Pioneer** is having 6 x underwater mountable LIPS azimuth propeller.

Photo : Tim de Klerk - Wärtsilä Netherlands (c)

India's government approves Rs 1,070 cr to develop shipbuilding yards

The state government on Monday said it has approved three projects, worth Rs 1,070 crore, for development of shipbuilding yards, off Gujarat coast line. "The three projects have been approved by the Board, which include yards along the north bank of Narmada near Dahej, and old-port of Bhavnagar," a Gujarat Maritime Board (GMB) spokesperson said. "Small to medium size vessels are proposed to be constructed by these private players at the approved sites," he said. The three companies granted approval for developing shipbuilding yards are Modest Infrastructure at Nava Ratanpara in Bhavnagar, Dolphin Offshore at Jafrabad in Saurashtra and Bombay Marine at Koliyad near Dahej.

"The project in Bhavnagar by Modest is worth Rs 500 crore for which environment and coastal regulatory zone clearances have been received from Government of India). Land is in possession of the shipbuilder and project implementation shall begin soon," GMB spokesperson said. "Land acquisition is in progress for the yards proposed at Jafrabad and Koliyad to be developed by Dolphin Offshore and Bombay Marine with an estimated cost Rs 450 crore and Rs 120 crore, respectively," he said. The state government has proposed to set up five marine shipbuilding parks (SMPs), of which projects for three SMPs along the coastlines of Bhavnagar and Dahej are being accorded priority by the board. **Source: Indian Express**

China bags shipbuilding top slot in H1

China grabbed the world's shipbuilding top slot from South Korea in the first half of the year. For the first time China's shipyards delivered a greater volume of ships than Korea's in the first six months of the year according to figures from

Clarksons Research Services. Chinese yards delivered 8.01m cgt of new ships in the first half of 2010 compared to 7.48m cgt delivered by Korean yards. China also outstripped Korea in new orders taken in the January to June period, bagging 5.02m cgt in orders or 41.2% of the world market, compared to Korea's 4.62m cgt or 38%.

Source: [seatradeasia](#)



Built during 1955 as the tug **DUITSLAND** for Piet Smit jr. and 55 years later still going strong, now named **ALPHA** as seen above near the Wilhelmina lock near Andel. Presently the tug is owned by FBT from Druten

photo : [Marijn van Hoorn](#) ©

Almaz Shipyard launches the Triglav ship, ordered by Slovenia

St. Petersburg's shipbuilding company Almaz is going to launch on July 21 the 10412 project Triglav ship being constructed for Slovenia. The company's press service said the new ship was rolled out from the hangar three days ago, placed at the floating dock-423.

Shipbuilding Company Almaz is located on Petrovsky Island of St. Petersburg, the Gulf of Finland nearby. Modern slipways allow the company the full shipbuilding cycle. The company also provides ranged services for ship repair and modernization. Source : [PortNews](#)

BAE completes buy of US shipyards for \$352 million

British defense contractor BAE Systems PLC has completed the purchase of Atlantic Marine Holding Co., a U.S.-based firm which repairs, maintains and supports construction of vessels. BAE Systems said Wednesday it had completed the purchase from J.F. Lehman & Co., a private equity firm, for \$352 million. BAE acquired Atlantic Marine's operations at Mayport and Jacksonville, Florida; Moss Point, Mississippi, and Mobile, Alabama.

BAE also operates ship repair facilities in Hawaii, San Diego and Norfolk, Virginia. J.F. Lehman retains Atlantic Marine's operations in Boston and Philadelphia. **Source: msnbc.msn.com**

Ukrainian shipbuilders' half-year output up 36.2 percent

The volume of production in the shipbuilding industry of Ukraine during the first 6 months of 2010 increased by 36,2%, up to UAH1,561,500m UAH (about \$198m) as compared with the same period in 2009, the Ukraine Ministry of Industry Policy said. Kherson Shipyard, Black Sea Shipyard, Zorya-Mashproekt, Equator Plant Fiolent Plant and KAF of Petrovsky were named among the enterprises that significantly contributed to the six-month growth.

Overall, shipbuilding enterprises of Ukraine have reportedly built and handed over to customers 14 vessels and floating facilities worth \$88.3 million. Nine vessels were built for local customers, 5 ships – for Norway and the Netherlands. Besides, the shipbuilders have repaired 104 ships. That also brought a UAH58m income. In June of this year, shipbuilding enterprises produced goods in the amount of UAH329.7 million, 65.4% more than in May. Kherson Shipyard completed and delivered to a Norwegian customer a supply ship for anchor laying. Vadans Yards Okean JSC launched 4 river-sea gong vessels and started building of tugs for Nibulon JV Llc.

The Ministry report said that the country's shipbuilders bagged new 21 ships contracts worth \$564.8 million, including: 16 ships and vessels for local customers (among them the Ukraine's Ministry of Defense) and 2 sets of floating facilities and 4 hovercrafts for foreign customers. **Source : PortNews**

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Dalian shuts Xingang Port to clean up oil spill

Dalian Port Co, parent of Xingang port, has closed the port for clean-up operations after an oil pipeline explosion on Friday caused what could be the largest oil spill in Chinese waters, a shipping industry agent said. The clean-up could take eight to 10 days, he told Dow Jones Newswires, citing shipping clients. However, another shipping agent said that the port could be reopened in four to five days. Port authorities are likely to divert seaborne carriers with cargo of commodities including oil, iron ore and grains, to neighbouring northern ports such as Caofeidian and Qinhuangdao. Dalian Port Co said it has evacuated as many as 19 commodity tankers from the affected area. It also moved about 10 other ore carriers and container ships to safer anchorage. **Source: cargonewsasia**

DEVELOPMENT IN OILSPILL COMBAT



Newsclippings reader **Wim Schopenhouer** send me the 3 photos as can be seen here, above the Dutch TSHD **GEOPOTES VII** (which went to the breakers some time ago), which was capable to spray a mix of sand & chemicals on top of the oilspill, due to the weight of this the oil sank to the seabed slowly were the oil was destroyed by the chemicals,



the second photo is showing the TSHD **COSMOS** equipped with oil spill combat equipment consisting out of collection arms and the oil was pumped into the tanks of the dredger after collection



For more information see also : www.ihcholland.com/fileadmin/documents/news/news.../pd153_04_07.pdf

Construction of deep water port at Sao Tome and Principe could begin this year

The French consortium that signed a concession contract with the Sao Tome and Principe government to build a deep water port is expected to secure funding "within a few weeks," a source from the French embassy said in Sao Tome Thursday. Jack Cuzzi, the French business attache in Sao Tome and Principe, said that the concession-holder would soon secure the necessary funding to begin construction of the deep water port, which will be built in Fernão Dias, 15km north of the country's capital. His comments were reported by Macau Hub. Construction of the deep water port was due to begin over a year ago, but was successively delayed due to the international financial crisis. The consortium that signed the concession is made up of three companies, one of which is Terminal Link, and which have the European Investment bank (EIB), the African Development bank (ADB) and the World Bank as some of the partners in this project estimated to cost US\$570 million. **Source : Dredging News Online**

MAERSK FLANDERS RECEIVED DFDS LOGO IN FUNNEL



Above seen the **MAERSK FLANDERS** getting her new **DFDS logo** last Sunday at the Norfolk Terminal at Vlaardingen applied by **Muehlhan (Netherland) bv**, the ferry will be renamed in "**FLANDRIA SEAWAYS**" on the 24th/25th this month also at Vlaardingen **Photo : Guus van den Bosch (c)**



And the ferry leaving Vlaardingen again with her new funnel colours (still wet paint ?)
Photo : John van der Linden (c)

Port State Surveys on asbestos in the Netherlands

Random inspections for asbestos in structure, equipment and ambient air onboard of ships are conducted in Dutch ports. These inspections are carried out during port state controls. A specialized company has been contracted to verify that port state inspectors are not affected by hazardous materials. If high asbestos concentrations are found, it is highly likely that a ship is declared as "non-inspectable". While the protection of port state control inspectors is governed by national legislation and the statutes of the Paris Memorandum of Understanding the use of asbestos is regulated by SOLAS. Asbestos does not necessarily have to be installed during ship building but also during maintenance when cheap supplies are purchased. The ban of asbestos exists since a number of years under SOLAS and a total ban will come into effect as of January 1st 2011. So far, asbestos was found in approximately 95% of all inspected vessels as mentioned in an article of Lloyds List on July 13th. An Inventory of Hazardous Materials (IHM) in line with the new IMO "Hong Kong International Convention for the safe and environmentally sound recycling of Ships" could minimize the risk that unknown asbestos could be discovered during these special inspections in the Netherlands. The inventory prepared by "Hazardous Material Experts" include investigation of asbestos in structure and equipment. While the documentation of hazardous materials allows ship recyclers to safely plan their recycling work, it also helps ship owners to consider further actions when asbestos and hazardous conditions are identified on board of their vessels. If the analysis of fibre concentrations in the ambient air onboard of a particular ship exceeds European and national thresholds measures like decontamination or encapsulation can save the ship from being classified as "non-inspectable" and the crew from being exposed to an unhealthy workplace.

GL recommends to assess the risks for being expelled from important European ports and to consider the preparation of an Inventory of Hazardous Materials. Even when no asbestos is found, the major requirements of the IMO Hong Kong Convention is fulfilled well ahead before the Convention comes into force. **Source: Germanischer Lloyd**



The **HOEGH SEOUL** seen enroute Amsterdam – **Photo : Erwin Willemse (c)**

"ZEEBENEN"

Nostalgisch filmpje samengesteld door newscippings lezer **Willem Wilstra toen hij in Oostmahorn woonde en op de reddingboot voer, Ze leefden van de wind en met de zee.....
Zwart-wit foto's in beweging!**

<http://www.youtube.com/watch?v=jT8C5cX3NE8>

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The **DMS PELICAN** seen in the Ijmuiden locks – Photo : Joop Marechal (c)

Crowley to Build Two More High-Bollard-Pull

Crowley Maritime Corporation's vessel construction boom is continuing unabated with its recent order of two additional high-bollard-pull Ocean Class tugboats from Bollinger Shipyards. The latest contract brings the number of new 10,880-horsepower tugs being constructed for Crowley to four, and adds to the more than \$1 billion the company is investing

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in new tugs, high-capacity barges and articulated tug barge tank vessels (ATBs). The new tugs, **Ocean Sun** and **Ocean Sky**, will join the **Ocean Wave** and **Ocean Wind** in the Crowley fleet over the next two-and-a-half years, and further solidify the company's standing as an industry leader in ocean towing, salvage and offshore marine support for the upstream energy industry.



Ideally suited to work with Crowley's new 455 series heavy deck strength barges, which measure 400 feet by 105 feet (121.92 meters by 32 meters) and offer increased stability for loads up to 4,200 pounds per square foot (1,905 kilograms per 0.09 meter), these Ocean Class tugs will be outfitted for long-range, high-capacity, ocean towing, rig moves, platform and floating production, storage and offloading (FPSO) unit tows, emergency response

and firefighting. They will be constructed at Bollinger Marine Fabricators LLC in Amelia, La. with all four vessel scheduled for delivery in 2011 and 2012.

These next generation towing vessels will be outfitted with twin-screw, controllable-pitch propellers in nozzles and high lift rudders for a combination of performance and fuel economy. The tugs also feature dynamic positioning technology (DP-1), which allows the vessel to maintain its positioning and heading automatically using a centralized manual control that continuously calculates environmental conditions and adjusts to the dynamics. The Caterpillar-supplied main engines and generators are all EPA Tier II compliant, and have the ability to be upgraded to meet future environmental standards, for cleaner emissions and a lower environmental impact. Further environmental protection is provided by the tugs' double-hulls, which are designed to prevent any overboard discharges of fuel or fluids. All tanks containing liquids are inboard of the side shell.

"We are responding to customer demand for best-in-class, safe, modern and environmentally friendly equipment by making a significant investment in these new tugs," said Tom Crowley Jr., chairman, president and CEO. "These new boats will be workhorses for our valued upstream energy customers and for companies and government entities needing long-range, high-capacity, ocean towing along with salvage and emergency response support."

Safety is of paramount importance to Crowley and the newly designed tugs will feature waterfall style winches, shark jaws and retractable pins that can all be controlled from the pilothouse, keeping the deck clear of personnel and reducing the risk of accidents. The tug design also features ergonomic accommodations and comforts proven to minimize fatigue and reduce injuries. Crowley subsidiary, Jensen Maritime Consultants assisted Crowley's Ed Schlueter, vice president, vessel management, and a cross-functional team in the design of this new class of vessel.

The boats will also hold Green Passports, which inventory materials present in a vessel's structure, systems and equipment that may be hazardous to health or the environment. The Green Passport is regularly updated and maintained and is eventually passed by the owner to the vessel recycling yard at the end of the ship's life, to enable the yard to formulate a safe and environmentally sound way of breaking the vessel.

The tugs will meet all SOLAS (Safety of Life at Sea) and ABS criteria, and including ABS Fi-Fi 1 firefighting standards, and will have the capability to support salvage and rescue towing opportunities, as well as the U.S. Navy's SUPSALV Contract. **Source : Crowley**

Hellenic Carriers Ld – M/V Hellenic Sea incident

M/V Hellenic Carriers Limited, an international provider of marine transportation services for dry bulk cargoes, reports that during the weekend the laden Panamax Bulk Carrier M/V '**Hellenic Sea**', whilst navigating through an Amazon river passage, assisted by local river Pilots, was required to undertake manoeuvres in order to avoid a potential collision with an oncoming vessel and sustained hull damage after coming in contact with an unknown underwater object. As a result of this incident there was water ingress limited to some of the forward compartments of the ship. The vessel remains in the vicinity of the incident and a specialist salvors' team has been appointed to assess the extent and nature of the damage sustained and the necessary repairs. No injuries, nor pollution to the local environment have been reported. The Owners of the vessel have Hull and Machinery and Protection and Indemnity insurances in place. At the time of the incident the vessel was operating under a time charter at a gross rate of US \$23,300 per day for a period of 11-13 months, which commenced in May 2010. **Source: Hellenic Carriers Limited**

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Zwart-wit foto's in beweging!

<http://www.youtube.com/watch?v=jT8C5cX3NE8>



The **TERNVAG** seen in Rostock – Photo : Ronald de Bloeme (c)

Maersk to add congestion charge at India's Port Nehru

Maersk Line said it will apply a congestion surcharge on all import containers handled at India's Port of Nhava Sheva (Jawaharlal Nehru), the country's largest container gateway. The surcharges will be \$60 per 20-foot equivalent unit and \$120 per 40-foot equivalent unit or high cube container, effective July 20 for shipments not requiring tariff-filing with the Federal Maritime Commission, and Aug. 16 for FMC-regulated trades.

"The Port of Nhava Sheva is facing severe congestion. The situation is beyond our control and we are working closely with the terminal to overcome this challenge as soon as possible," the Danish carrier said. Maersk's move follows similar announcements by APL, Orient Overseas Container Line, NYK Line and Hyundai Merchant Marine, all of which levied surcharges of \$150 per TEU and \$300 per FEU as of July 15. The lines cited increased operational costs caused by persistent delays and low productivity as reasons for imposing the emergency surcharges. The port authority said operations at its three terminals improved considerably in recent weeks. The authority requested lines reconsider their decision to impose "unjustifiable" surcharges on the trade. The west coast hub moves nearly 60 percent of India's total containerized traffic, having racked up throughput of 4.06 million TEUs in fiscal 2009-10 ended March 31 and 1.09 million TEUs during the April-June quarter. Separately, Nehru said it received the prestigious ISO 27001:2005 certification for its Information Security Management System following an audit by the Indian Register Quality Systems, which is accredited by RvA, Netherlands. Source: joc.com



The **EMMA** seen departing from Moerdijk – Photo : Marijn van Hoorn (c)

Sustainable Shipping and related Chemical Incident Notification and Incident Management System - CIN IMS

Two years ago during a meeting in Belgium we have been talking to most of you about the a.m. project. The Chemical Incident Notification is part of an Incident Management System. The idea is based on the existing Notices to Mariners. With the Chemical Incident Notification, we inform each other about serious chemical incident, which can pose a danger on the crew, ship, cargo, environment, etc.

Unfortunately the recession period created some delay. But on the other hand this has improved the maturity of the project and as such it was presented during the last CDI meeting in London. We also do expect a growth of incidents in the future that will follow the trend of the economy. Last but not least this is the year of the Seafarer !!!

Undersigned both, do feel very responsible and are now seeking for your active participation and to start the project actively.

The objective of the CIN IMS project is to improve the safety on board of the ships, ashore and actually of the total supply chain.

The methodology is to send a standardized message of a cargo incident that happened ashore or on board a ship, to the central organization, which informs on it's turn immediately all his members ship operators/owners via a standardized message. We would like to include from the prill beginning also the terminals. The membership can be expanded to the intermodal transporters also at a later stage.

The central organization can be the International Chamber of Commerce, the International Chamber of Shipping, BIMCO, or other. This is one of the elements that we must decide, before we will proceed. It is obvious that we need an independent, professional and neutral organization to receive and distribute such information. Logic that you are a member of the organization that you have selected in the below questionnaire, which we ask you to return to John Leach and undersigned Dirk Vande Velde, asap and before the 1st of September 2010, initiators of the project.

Since 15 major lines are using EXIS Technology it was an obvious choice to have the standardized data set from them and the reason why we asked them to attend the previous meetings.

Just for your information MSC is not using EXIS Technologies and we will have to follow also and do this investment. But if this will improve the standardization of the data between the lines, we are operating, than I am convinced that this will be a major step forward. We will benefit anyway of all standardization factors

The scope of incident reporting is global. The domain of incident reporting can be IMDG catalogued dangerous cargo, but it can be expanded directly or gradually and include also other types of incidents such as leaking flexy tanks or harmless chemicals.

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You remark that the spin off and the advantages are actually enormous , just to give you some examples:

1. Safety of crew, ship, cargo
2. Active and anticipating information and messaging system
3. Re-active information system
4. Analysis possibilities
5. Risk Assessment and Management
6. Insurance Cover
7. Learning curve process
8. Sustainability programs
9. Ecological programs
10. Ethical Business processes

In order to prepare an information session for all ship owner and operators and to start, we have been meeting with some P&I Clubs, the CDI top management, the ICC, EXIS Technologies, Maersk Lines and MSC – Mediterranean Shipping Company. The information session will be held on the 27th of October 2010 in London and will be organized by the organization that has received the maximum votes.

A presentation and schematic overview of the CIN IMS will be presented on the **27th of October 2010** in **London**. We will only send the invitations after having received your feed back on the small questionnaire below.

Sincerely yours and hoping to receive your reply asap to : dirk.vandevelde@reddevelopment.be

Dirk Vande Velde and John Leach

Questionnaire

Company Name:

Name:

Function:

Agrees to join: Yes / No

Agrees to pay the membership fee:

Which organization would you prefer to manage the above described system:

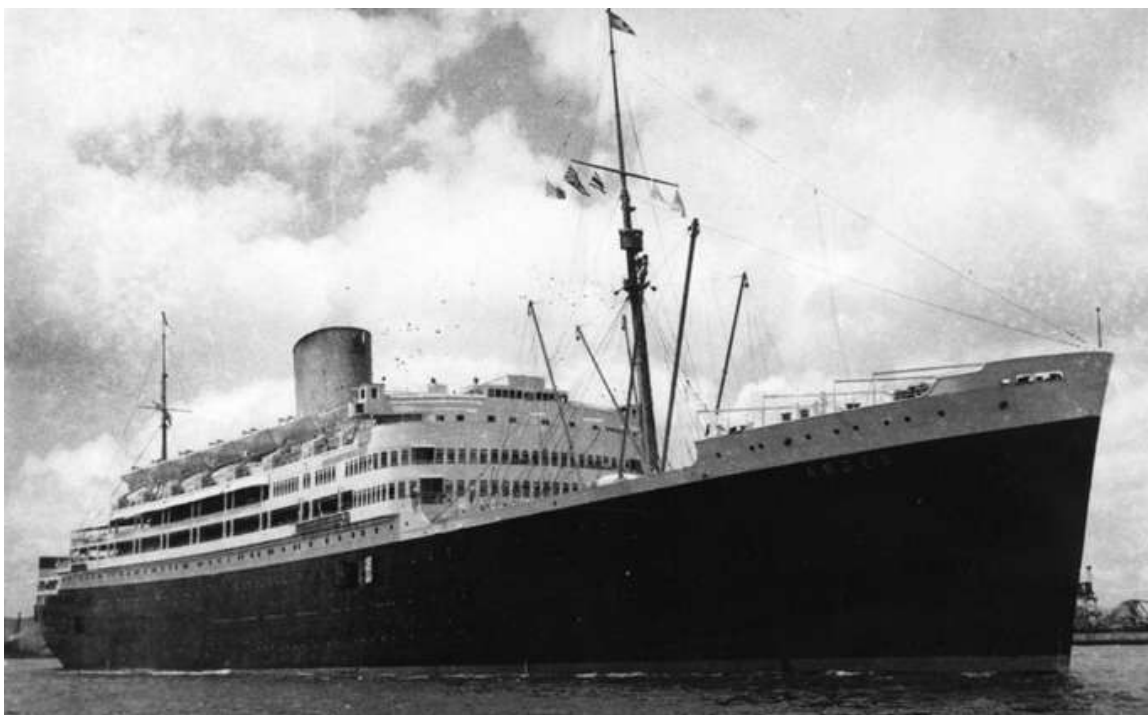
1. ICC - International Chamber of Commerce – Crime investigation Bureau
2. BIMCO
3. ICS – International Chamber of Shipping
4. Other new organization created by the needs of the participants

Which organization, line or terminal do you want to be informed for the event other than the above mentioned:



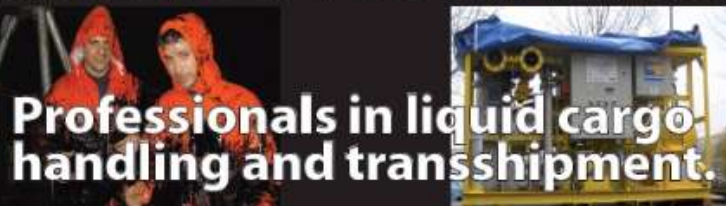
The **DMS SPARROW** is above seen in Ijmuiden – Photo : Joop Marechal (c)

OLDIE – FROM THE SHOEBOX



Above seen the 1939 Harland & Wolff (Belfast) built **ANDES**, departing from Santos, Brazil on a day of July 1953, the vessel was scheduled for the route Southampton <> Buenos Aires, but this was cancelled and the vessel became a troopship, was refitted in 1947 at the Harland & Wolff yard, became a cruiseliner in 1960 and was scrapped in Ghent during 1971 - Photo : Coll. Laire Jose Giraud from Santos, Brazil.

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.... PHOTO OF THE DAY



Svitzer's **LARS** seen enroute Stenungsund - Photo : Wouter van der Veen (c)

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