

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 224



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**Dockwise TREASURE seen moored at RHB in Rotterdam-Waalhaven**  
**Photo : Peter Gralla (c)**

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**SECURITY**

## FIRST NEW PILOT TENDER ARRIVES IN HOEK VAN HOLLAND



**Photo : Piet Sinke ©**

Yesterday afternoon did see the arrival of the first (out of a series of 3) newly built speed tenders built for the Dutch pilot service, the **DRACO** sailed from Vlissingen to Hoek van Holland, she will be followed very soon by her sisters **AQUILA** and **ORION**.





Photo : Kees Torn ©



The new 22-metre all-weather fast pilot tenders are built at the Kvichak shipyard in Seattle (USA) and are powered by twin Cat C32 ACERT engines, rated at 970b kW at 2,100rpm. Certified with an Tier 2-compliant "B" heavy duty-rating, the C32 ACERT engines are manufactured in Caterpillar's Marine Centre of Excellence (MCOE) in Greenville, South Carolina, USA. The 3 new tenders will be christened and commissioned into service September 29<sup>th</sup>.

Photo : Piet Sinke ©

The removable and floating wheelhouse provides seating for three crew and 12 pilots. There is a rescue platform and Pop-Safe fendering.

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The **HATSU COURAGE** seen moored in the port of Los Angeles - Photo : Ruud Muis (c)

## Giant iceberg drifting toward Canada could threaten ships, oil platforms

The Canadian government's top ice experts have begun planning how to deal with a massive iceberg that broke off a Greenland glacier last week and is expected to drift south over the next two years into East Coast shipping lanes and toward offshore oil platforms. NASA, the European Space Agency and a host of academic institutions are already helping Canadian officials monitor and analyze the mammoth object, the biggest free-floating mass of ice in the Arctic Ocean in 50 years.

Environment Canada's Trudy Wohlleben, the Canadian Ice Service forecaster who first spotted last Thursday's birth of Petermann Ice Island 2010, said Tuesday that federal scientists plan to parachute beacons onto the 250-square-kilometre monolith next month to help track its movements along Ellesmere and Baffin islands and, eventually, down the coasts of Labrador and Newfoundland. Icebergs calved from Greenland's glaciers and floating ice shelves typically follow that Canadian route south, as did the huge one that struck and sank the Titanic in 1912.

Wohlleben said the Canadian Ice Service does have "a precedent" to help shape its response to the latest threat — a 29-square-kilometre iceberg that broke away from the Petermann Glacier in 2008 and required constant monitoring until the end of last summer. "But this one is about 10 times larger," she told Postmedia News on Tuesday. "It's something we'll be watching closely."

The ESA released satellite images of the ice island on Monday and the agency's Italy-based spokesman Robert Meisner said Tuesday that Canadian officials will have "regular and full access to Envisat Radar data for sea ice charting activity." Wohlleben said the colossal initial size of the ice island — currently about 28 kilometres long and nine kilometres wide — means that as it gradually breaks apart while drifting south into warmer waters, the resulting fragments will be considerably bigger and heavier than normal icebergs.



That poses a risk to ships that, in recent years, have become a more common sight in Canada's Arctic waters because of retreating sea ice. The ice island or its fragments could also drift dangerously toward offshore petroleum operations in Atlantic Canada, said Wohlleben. "The main concern when it's this big is oil platforms," she said. "And when it starts fragmenting into smaller pieces it may become a hazard to shipping."

Typical methods used to steer icebergs toward a safe course — towing by tug boats or water blasting to reshape the berg and divert its path — could also prove more challenging because of this ice island's enormous scale, she added.

The "huge tabular masses" typical of ice islands "tend to have a lot of inertia" compared with conventional, "pinnacled" icebergs. Wohlleben said ice experts from around the world flooded the Canadian Ice Service with information and offers of assistance within hours of the news that the glacier had cracked. "There were loads and loads of calls from academic colleagues in the U.K., Denmark, the United States and elsewhere," she said.

University of Delaware ice scientist Andreas Muenchow promptly posted images, maps and descriptions of the new ice island and the suddenly diminished glacier from which it came. About one-quarter of Petermann's 70-kilometre-long floating ice shelf had split from the main glacier, Muenchow calculated. He described the ice island's area as four times the size of Manhattan and its thickness of more than 200 metres in some places as "half the height of the Empire State Building."

Muenchow also noted that the freshwater stored in the ice island "could keep the Delaware or Hudson rivers flowing for more than two years" and could keep "all U.S. public tap water flowing for 120 days." In Canadian terms, the ice island is considerably larger than B.C.'s Salt Spring Island, about half as big as the Island of Montreal and almost the exact size of Newfoundland's Fogo Island — the province's largest secondary island. On Tuesday, Norway's Nansen Institute issued a report on the state of the Petermann Glacier suggesting that warmer-than-normal water temperatures underneath the ice shelf, combined with strong winds in the days leading up to the break, probably led to the ice island's creation. **Source montrealgazette**

## **FIRST ARRIVAL OF ROLLDOCK SUN IN ROTTERDAM**



Reports are received from RollDock that the **ROLLDOCK SUN** is scheduled to arrive at Maaspilot station **14-08-2010** at 07:00 hrs, the vessel will proceed to the Waalhaven where she will be moored at **Sledgehammer Engineering** around 10:00 hrs , later she will be shifted to **RHB** to load an IHC build cutterdredger

**Photo : Piet Sinke (c)**

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## Typhoon Dianmu leaves three dead, floods homes in S.Korea

Torrential rain brought by the approach of Typhoon **Dianmu** has left three people dead and grounded dozens of flights in South Korea, the disaster control agency said Wednesday.



Above seen the newbuilding LPG tanker **BERGA II** listing due to the strong winds at the Hyundai shipyard in Ulsan

Two hikers drowned as they crossed a swollen stream in northwestern Seoul where 120 millimetres (five inches) of rain fell in the space of three hours late Tuesday, the National Emergency Management Agency said. A driver died after his taxi was caught in a flooded waterway in Mapo district in western Seoul.



Some 130 homes were flooded nationwide, 74 flights were cancelled and 91 ferry trips suspended, the agency said.

Left seen the POSH SEMCO tug **SALVICEROY**, which is waiting to depart with a barge for the Gulf of Thailand, using her thrusters to stay alongside.

In addition to the confirmed deaths, Yonhap news agency said a local TV journalist died in the southern port city of Busan on Wednesday, a day after he fell into the sea while reporting on the typhoon at a pier.

Dianmu made landfall on the south coast early Wednesday. It was expected to dump more rain late Wednesday as it passes through the south of the country towards the Sea of Japan. **Source : ChannelNewsAsia**

## **Phuket Pirates 'May Target Cruise Ships'**

PHUKET'S Navy personnel are preparing for an attack by pirates off the Andaman coast as the Thai military readies to sent two battleships to join the suppression of piracy on the other side of the Indian Ocean, off Somalia. Cruise ships may be a target for pirates off Phuket at some stage, a meeting of officers from the Third Royal Thai Navy and other water-based officials was told at the Metropole Hotel in Phuket City.

An attack by pirates is something the Navy wants to be ready for, just in case. Of more practical concern have been 11 rescues executed by the Navy in the Andaman in the past nine months. While large numbers of vessels carrying Rohingya boatpeople appears to no longer be the issue that it became in 2008-2009, the Navy says it has apprehended 52 Burmese illegal immigrants in 18 interceptions of vessels at sea since October.

Vice Admiral Choomnoom Ardwong, commander of the Third Navy, attended the meeting with Marine Police, the Marine Office, Customs and fishing industry organisations. The Navy was involved in six drug arrests at sea, one case of arrest of a vessel carrying illegal timber, one arrest of a fishing boat operating in a conservation zone, and one case of a large quantity of whisky being imported without customs duty.

While the main concern along the Andaman coast remains yachts and longtail boats carrying drugs or other illegal imports, the Royal Navy is awaiting Cabinet approval to reinforce the international action against pirates operating off Somalia. Thai-registered vessels have been among those taken by pirates and Thai crew have been captured. Meanwhile, a group of 397 Thai soldiers is to head for Darfur, Sudan, to serve on the United Nations peace keeping mission on October 25, with 400 more troops to follow in November. **Source : phuketwan**





The **NORDIC HAMBURG** seen approaching Rotterdam-Europoort - Photo : Piet Sinke (c)

## Mumbai port hires Dutch ship to check oil spill

The government's apathy towards Coast Guards' repeated pleas for special ships that help contain oil spill was underscored even as the Mumbai Port Trust was learnt to have engaged a Netherlands-based company to control the environmental damage.

Agencies quoting a senior port official said the Mumbai Port Trust has appointed **SMIT Salvage**, a Netherlands-based company, to control the oil-spill. Currently, the company is working hard with 11 vessels to look after the operation there, the official said. "We've appointed SMIT Salvage... The company is working there with 11 off-shore vessels out of which six vessels were received from Mumbai-based Great Offshore Ltd," the official added.

It was as late as last year that the government sanctioned special ships to contain oil spills, the first of which meant for Mumbai will be commissioned in October. A source in the Coast Guard said, "At present, the Coast Guard uses buckets mounted on helicopters which spray dispersants. The helicopters are sent from **INS Shikra** in Colaba with divers on it. Two helicopters are used to make six sorties a day and we have sprayed nearly 4,000 litres of



dispersants." But the Mumbai Port Trust officials said that the Coast Guard does not have special ships like the US to contain the slick. The special ship will have holds to suck in the spill. Constructed by the ABG shipyard in Surat, it's currently undergoing modifications in Goa. It will also have special equipment to spray dispersants. The ship will be headed by DIG Manoj Baadkar who heads the anti-pollution unit of Coast Guard. Two other ships will be coming in for the other areas of the country.

On Monday, Coast Guard sent five ships — **Sankalp, Sangram, Amrit Kaur, Subhadra Kumari Chauhan** and **C-145** — to battle the spill, while Kamala Devi was sent to the dock for fitting long arms to spray dispersants, said the official.

The directorate general of shipping's chief nautical advisor, M M Saggi, said the anti-pollution operation by the Coast Guard is still on. Anti-pollution disposal spray systems are on the job. All coastal districts of Maharashtra are on high alert as the oil slick has spread to the Alibaug and Uran areas, and also close to Elephanta caves.

Source : [timesofindia.indiatimes](http://timesofindia.indiatimes)

## **Is suspected migrant ship carrying terrorists or refugees?**

Weeks after it was turned away from Australia, a Thai cargo ship believed to be carrying about 200 illegal migrants from Sri Lanka is now expected to reach Canada any day. The question is: Are those aboard terrorists or genuine refugees?

That's the same question that was raised in October when a ship with 76 migrants on board arrived off Vancouver Island. Most of them are now living in Toronto. As Canada monitors the arrival of the **MV Sun Sea**, a shrill propaganda war has broken out between the Sri Lankan government and Toronto's large Tamil community.

"Most of them are hardcore LTTE people (Tamil Tigers)," Sumith Dassanayake of the Sri Lankan High Commission in Ottawa said in an interview with the Star, adding that women and children are also aboard the ship. "The Tigers are trying to regroup here to keep the movement alive."

He called them a grave security threat to Canada. But David Poopalapillai of the Canadian Tamil Congress dismissed those accusations, calling it fear-mongering among ordinary Canadians. "This is exactly what the Sri Lankan government had said for the 76 men who came to Canada in October. They all proved they weren't terrorists." The Tamil Tigers, the military arm of the Tamil separatist movement, fought a bloody civil war with the Sri Lankan government forces for nearly 26 years before being defeated in May 2009. The organization is considered a terrorist group by many countries, including Canada. The war is over but allegations of ethnic cleansing of the Tamils, a minority in Sri Lanka, continue.

Last October, a rusting ship called the **Ocean Lady** arrived off the B.C. coast carrying 76 Sri Lankan migrants. They were all detained by the Canada Border Services Agency but eventually released. At least 70 of the 76 men are now in Toronto, which is home to nearly 200,000 Tamils, believed to be the largest diaspora. An Immigration and Refugee Board spokeswoman has said their refugee claims will be processed over the next 18 months.

Three of those men, in interviews with the Star, said they were persecuted then fled because they feared for their lives. People would only leave their families and homes if they genuinely feared death, said Poopalapillai. "All that we are asking is these people also should be put through the refugee process. If it's proved they have ties to the Tigers, send them back." The **MV Sun Sea** has yet to arrive in Canada but there are already reports that another two shiploads of asylum-seekers are ready to sail. They are waiting to see how Canada deals with these 200 people, said a terrorism expert in Singapore. Rohan Gunaratna, who heads a research centre and is considered an expert on the Tamil Tigers, declined to disclose his sources but he was one of the first people to warn Canada about the **MV Sun Sea**. The two other vessels will head to Canada "depending on how these 200 people are dealt with," said Gunaratna. He added the Tigers are raising money by running a human smuggling operation and getting their cadres into Canada at the same time.

He was a witness for the Canadian government while the 76 men were in detention and were being investigated by the border agency. "They have been released not because they are not terrorists but because the manner in which refugee law exists in Canada," he said. Meanwhile, the federal government is also concerned about who is aboard the **MV Sun Sea**, said Public Safety Minister Vic Toews. He said the Tamil Tigers are behind operations to smuggle people into Canada but would not comment what the government is doing about the situation. "I can assure you that we are concerned about who is on that ship and why they might be coming to Canada," he said on Monday while in Toronto to give a speech on national security to the Economic Club of Canada. While the government will protect genuine refugees, Toews said it will thwart those who try to abuse Canada's immigration policies.

Among many concerns about potential terrorist threats in Canada, Toews singled out "marine human smuggling" as a particular focus of the government. "I think it's important to send a message that Canada should not be viewed as easy entry into North America and that we are very concerned about security issues," he said after the speech.

While the Sri Lankan government has warned that the **MV Sun Sea** is engaged in brazen human smuggling, human rights experts argue that the people aboard are legitimate refugees. Todd Ross, with the Canadian Human Rights Voice, a non-profit group trying to raise awareness of human rights concerns in Sri Lanka, said there was a lot of fear-mongering when the Ocean Lady arrived. But there was no evidence that those men were terrorists.

He also pointed out that the Canadian government has said it would like to reunite families and offered help with visas. "But the problem is our visa officers have no access to north Sri Lanka, where most Tamils live," he said. "So people are doing whatever they can to escape." Ross, who has been closely following the events in Sri Lanka since the war ended last year, said there's no fear of a wave of boat people coming from the archipelago. "I don't think there is any infrastructure of that kind," he said. "But each of the refugees has a story and we need to listen to them." **Source :** thestar



M/V **Frauke** (SAL) seen loading at **Mammoet Terminal** Schiedam an 68 mtr Tower being 155 ts with destination Shanghai, China - **Photo - B. Stoof COLI Shipping & Transport bv ©**

## **Dramatic sea rescue**

FORTY fishermen were plucked from icy seas in a dramatic rescue operation last night after their ship caught fire off the coast of Port Elizabeth. The crew of the 69-metre, Cape Town-registered fishing trawler **Marie Claire** were rescued by passing vessels. They were all uninjured and were due back in the Port Elizabeth Harbour in the early hours of this morning. Acting Port Elizabeth harbour master Brynn Adamson said the staff at Port Control intercepted

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a distress signal at about 6.30pm that the **Marie Claire** was on fire. "We then started the rescue efforts." National Sea Rescue Institute (NSRI) spokesman Craig Lambinon said the incident occurred 26 nautical miles off Cape Recife.

They sent a rescue craft from the NSRI Port Elizabeth base, but later pulled out of the operation because all of the 40 crew members had been accounted for. "We don't know what started the fire. "That will form part of our investigation," said Lambinon. **Source : [weekendpost.co.za](http://weekendpost.co.za)**



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Above seen the launch of the new jacket ready for installation in the **Platong gasfield** in the Gulf of Thailand. The picture was taken from the Swire vessel **Pacific Warlock** with the **Pacific Buccaneer** on the port side of the barge and the **Pacific 18** on the stern. The eight legged jacket was installed by the **McDermott barge DB101**.

**Photo : Grant Bairstow (c)**

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## MSC: Other ship in Mumbai collision at fault

Mediterranean Shipping Co. said Tuesday that a preliminary review of the black box carried by the **MSC Chitra** during its collision on Saturday in the Port of Mumbai indicated that "under the rules of navigation the **Khaligia 3** was significantly in error."

The statement, which MSC issued from its headquarters in Geneva, said that the recording on the black box indicated that the **MSC Chitra** "was properly proceeding outbound within the main navigation channel when the **Khaligia 3**, with salvors' escort tugs in attendance, left what we believe was the **Khaligia 3's** anchorage position, and crossed the fairway ahead of the **MSC Chitra** heading generally southbound and turning to port. "For reasons not known to us, the **Khaligia 3** unexpectedly continued turning to port, and came back to cross the fairway again, now heading in a generally northbound direction, and struck the **MSC Chitra** on the **MSC Chitra's** port side while the **MSC Chitra** was still properly navigating in the main channel." **Source : Journal of Commerce**

## NAVY NEWS

### Venezuela acquiring Russian submarines

Venezuela is close to acquiring Russian submarines but President Hugo Chavez isn't giving anything away -- yet.

He told the audience of his populist Sunday political sermon on Venezuela's state-run radio and television the submarines that are about to join the country's armed forces would be "normal" submersibles with conventional weapons and radar technology. "They won't have atomic bombs, I'm saying so now, so they don't accuse of us of becoming nuclear," Chavez said in a characteristic reference to Venezuela's unnamed detractors or his personal critics within the opposition.

Venezuela went on an arms shopping spree last year, spurred by a tense standoff with Colombia over what Chavez characterized as that country's covert preparations for war after it joined forces with the U.S. military to fight the drug cartels. Both Colombian and U.S. officials dismissed Venezuelan allegations, pointing out that the narcotics threat to North America justified the collaboration to control the drug cartels.

In the meantime, however, Russian aims to expand the arms market coincided with Chavez's needs and the stage was set for one of the biggest lines of credit for oil-rich Venezuela to buy Russian military hardware. Up to \$800 million of credit is available for Venezuelan arms buying in Moscow. Critics of Chavez say the country, currently in recession, can ill afford that scale of defense spending on cash or credit. Instead, the critics want the government to channel funds or foreign capital into strengthening the economy. A combination of prolonged drought and alleged government

inefficiencies plunged Venezuela into crippling power cuts through winter and spring. Substitutes for hydroelectric power generation are in the cards but not implemented yet.

Analysts said the Venezuelan purchases of Russian submarines would also solve a major problem for Russian military manufacturers who have been trying to find customers to phase out older items on their inventories. It's not clear what to make of the submarines involved but Caracas and Moscow have been in discussion over a submarine deal since 2005. Earlier reports cited Russian interest in transferring to Venezuela at least three diesel-electric powered **Project 636 Varshavianka class** submarines at a cost that could run over \$1 billion. Included in the deal would be the training of Venezuelan personnel. It isn't clear if Russian experts and trainers will be stationed in Venezuela, though analysts didn't rule out that possibility.

The **Project 636 submarines**, called the **Kilo class** by NATO, are already in the services of Chinese and Indian navies, while Russia has been busy marketing a much lighter and quieter **Project 677 Lada-class** submarine in Southeast Asia. The vessels are built at Admiralteyskie Verfi shipyard, St. Petersburg.

Industry experts say Russia expects to maintain a market lead in what are widely seen as relatively inexpensive submarines. More important, Russia is keen to set aside political considerations while pushing for more customers for its hardware to sustain its defense industries.

The **Kilo class** submersible is usually equipped with four 533mm torpedo launchers and 10 missile launchers and other equipment. The fighting machine is renowned for being able to resist heavy radio and electronic interference while in operation. Venezuela has two German built submarines **U-209** dating to the 1970s and considered unable to compete with newer rivals on the high seas. **Source : UPI**



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## **The navy's in town**

### **Indian and S Korean navy ships arrived**

Four ships of the Indian Navy were due in Durban for a four day visit, The ships are the Delhi class destroyer **INS MYSORE (D62)**, displacing 6,700 tons and with a crew of 360, the two frigates **INS GANGAR (F21)** and **INS TABAR (F44)** each with crews of around 300 and a replenishment tanker **INS ADITYA (A59)**.

They will berth at Durban's T-Jetty, alongside the Passenger Terminal on berth N, with the tanker going to berth O.

Indian Navy ships are always given a warm welcome in Durban, not only because of the large Indian population of more than a million living in or near the city. This visit is unlikely to be any different and although PORTS & SHIPS has

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received no announcements, the ships are likely to be opened to the public on one or two days during the visit. They sail on Friday, for Simon's Town it is presumed.



The **A 59 ADITYA** seen off Mumbai – Photo : Alexander Gorter ©

One of the ships, the frigate **INS Tabar** made world headlines for all the wrong reasons in November 2008 when on an anti-piracy patrol in the Gulf of Aden the warship opened fire on a vessel with pirates on board. The Thai fishing vessel **Ekawat Nava 5** had been hijacked the day before and had already been 'inspected' by a Royal Navy ship which backed away and left the scene when the pirates held guns aimed at the Thai crew.

Later that afternoon the Indian Navy ship appeared and after a short altercation with the pirates opened fire, setting the vessel on fire and killing most of the crew. At least some of the pirates got away in one of the speed boats used for attacking merchant ships and were not seen again.



The **F 44 TABAR** seen anchored off Mumbai recently – Photo : Alexander Gorter ©

The Indian Navy reported having sunk a 'pirate mother ship' which is where the matter may have remained, except that five days later and 100 miles away Yemeni fishermen picked up a single survivor from the **Ekawat Nava 5**, a Cambodian fisherman, who lived by hanging on to a barrel to tell the story of what really happened. Later in a Yemeni hospital he said that most of the crew of 16 were killed by fire from the Indian ship but about six others had jumped with him into the sea.

The incident proved embarrassing for the Indian Navy and for other naval units operating in the area on anti piracy patrol, and highlighted the difficulties of identifying and dealing with pirates already on captured ships.



## SHIPYARD NEWS

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The **NEPTUNE SHIPYARD** (AALST) built **LYDIA D** commenced her yard trials, the 31.05 mtr long and 10.00 mtr width workboat is powered by 2 Caterpillar 3512 B HD main engines

## Chinese shipbuilders raise output

Shipbuilders in some parts of China have increased their production capacity exponentially with the goal of pushing production from nine million tonnes to 11 million tonnes. While shipbuilders in Japan and the US are either planning to downsize or quit the business due to corporate bankruptcies and restructuring, China's shipbuilding industry appears to be in the pink of health.

UK shipping analyst Clarksons recently reported China completed eight million tonnes in the first half of 2010, Motorship reports. This is the first time China is ranked first in the world in terms of production. Some shipyards in China like Rongsheng Heavy Industries Group have already taken orders for deliveries in 2013.

Source : [procurement-online](http://procurement-online)



Above seen the VLCC **GREAT LADY** drydocked at Palumbo Malta Shipyard Ltd Dock no 6 on Monday 9th August 2010.  
Photo : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©

## ROUTE, PORTS & SERVICES

# Brazil's Port of Itajai reopened for large container vessels

The port of Itajai in Brazil is once again open to large container vessels after its sudden silting two years ago by flash floods. The port authority was forced to reduce the size and draught of vessels that could enter the port, which hit the port's revenue severely, especially at a time when the world's shipping economy was experiencing a severe downturn in trade. Following one of the largest surveying and dredging operations in Brazil, the port is looking to recapture demand.



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However, problems had impacted not just the physical environment but also the 'human factors' within the port, so in order to refresh the pilots' ship handling knowledge and experience of large containerships the port authority commissioned a marine simulator workshop at the port's offices in Brazil.

The workshop provided the pilots with a simulated model of a 290m container vessel which had been fully validated against previous ship trials data. The Port of Itajai was recreated in BMT Argoss' PC Rembrandt simulator using the standard British Admiralty chart and the port's latest bathymetry and hydrodynamic data, incorporated from information gained through the Coastal Planning and Engineering of Brazil (CPE Brasil) recent surveying work.

Source: PortStrategy



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Above seen Wagenborg's **GOOTEBORG** discharging paper into inland water barges at the covered Waterland Terminal - **Photo : Lourens. Visser (c)**



## Hiring of pilot boat: what is cooking at Port Qasim?

Developments pertaining to chartering a pilot boat for Port Qasim are taking place in a manner so dubious that one is left with no option but to smell a rat. And this topsy-turvy state of affairs is said to have ignited an inter-departmental tussle at Port Qasim Authority (PQA).

The operator of country's second largest port may find it hard to ensure smooth handling of ships and cargo at Port Qasim if it failed to make available a fully operational pilot boat for at least four weeks' mobilisation period before August 31, when PQA's extended contract with Smit Terminal would lapse. Whether or not PQA would be able to make it, is yet to be seen.

According to sources, perhaps in its quest to meet the August 31, deadline or any other reason best known to the PQA authorities, the Operation Division is allegedly converting a single technically-qualified but 'non-responsive' bid into a competitive one, through using 'pushy convincing' techniques. They claimed that PQA contravened the rules of Public Procurement Regulatory Authority 2004 by opening the single bid of Lamnalco after other two competing bids appeared non-responsive.

The claim has also been certified by Transparency International-Pakistan, maintaining that negotiating with a single bidder tendering a non-competitive rate is not allowed under PPRA rules. "PPRA rules do not allow this... they should scrap the tender and re-tender with more attractive specifications," Transparency International-Pakistan Chairman Adil Gilani told Business Recorder. Sources also alleged that some Board members were pushing the newly appointed PQA chairman through awarding the multi-million dollars contract to the Cypriot bidder at what Technical Evaluation Committee (TEC) had already declared 'very high' cost.

"Some Board members are misguiding the new chairman," said an insider from Operation Division. The Transparency International-Pakistan chief also puts his weight behind the allegation, saying that some Board members are completely 'non-professional' and pursuing personal agendas. "They have their own angles," Gilani alleged.

The charge seems to carry some weight, giving way to many questions, if analysed in the backdrop of unsupportive observations made about the single bid by TEC, Transparency International-Pakistan, legal and finance divisions and PQA's consultants, 'Imtech'. "Out of three offered boats none meets all requirements of the tender criteria," concluded Imtech, whose views, sources claimed, were never deliberated upon by the Operation Division in its summary.

TEC, after its June 9 meeting, recommended that: "The current offer of M/s Lamnalco may not be accepted due to very high financial impact on PQA." Lamnalco's flat rate stands at \$3,500 per day with \$45,000 mobilisation cost for the one-year contract. Further, the Operation Division is said to have raised eyebrows by revealing an interesting fact that during last two years PQA had paid over 1.3 million euros to its existing contractor, SMIT Terminal, for an underperforming pilot boat, Smit Qasim.

According to sources, some Board members have also appeared to have told the Board that the hired pilot boat was not a proper boat and was unable to function without being shunted through a tug. The claim, however, was rejected as 'wrong' by an insider in Operation Division. "**SMIT Qasim** did not give us any problem during last two years," he said, adding that it was only during the tidal monsoon, from July to September 15, when the boat, like every other boat, required tugging. Perhaps a neutral outlook can well be drawn from the statement of PQA's Deputy Conservator, Captain Gul Aleem, who was quoted by a section of press in August 2008 as expressing his satisfaction over performance of the vessel in question.

Moreover, sources told Business Recorder that the fate of the controversial matter would now be decided by the Board's Technical Committee, which has no legal status. They said the committee was 'dissolved' as unwarranted by the director general operation soon after taking charge. **Source : Business Recorder**

## ITF takes offshore concerns to Mexican government



An ITF (International Transport Workers' Federation) delegation met with the Director General of the General Office of Exploration and Exploitation of Hydrocarbons at Mexico's Ministry of Energy to discuss ITF concerns about human rights violations and the lack of a proper health and safety regime in the country's offshore oil and gas sector. The ITF is currently holding its four yearly congress in Mexico

City. ITF concerns had previously been raised at the International Forum on Maritime Offshore Industry in Mexico last year and yesterday's discussions took into account the Forum's conclusions - which broadly reflected the findings of an ITF-commissioned report. Written by investigative journalist Ana Lilia Pérez, the report, Campeche Basin: Paradigm of Labour Exploitation, can be seen at [www.itfglobal.org/files/extranet/-1/18302/Camepeche\\_Basin.pdf](http://www.itfglobal.org/files/extranet/-1/18302/Camepeche_Basin.pdf)

Yesterday's meeting also examined ways to improve local and international industrial relations and to develop a model which would bring about best global practice in the Mexican offshore oil and gas industry. The ITF delegation, which consisted of Norrie McVicar, Chair of the ITF Offshore Task Force Group, Ysmael García Muñoz of the OCPNRM Mexican seafarers' union, and Roar Holtet of the Norwegian Industri Energi union, were informed that new structures were being put into place to deal with the current problems of the sector. They received assurances that the energy, labour, maritime and transport ministries would coordinate their activities to improve health and safety at work, along with the development of emergency response training and good labour practices.

The ITF delegation welcomed these new developments, but invited the Director General to give serious consideration to the involvement and views of the independent and democratic union affiliates of the ITF in Mexico. Norrie McVicar commented: "We were pleased with the positive response from the Director General and are looking forward to continuing this dialogue in the interest of Mexican offshore workers." He added: "We also underlined the importance of meeting the requirements of International Labour Organization's instruments and its concept of social dialogue and decent work. The ITF agreed to submit its proposals on how this should work, using best practice from around the world."

Some 1376 participants from 368 trade unions in 112 countries are meeting at the ITF congress in Mexico, which sets ITF policy for the next four years and elects its president, vice-presidents, general secretary and executive board. The congress can be followed online, using the dedicated web press area at [www.itfcongress2010.org/press.cfm](http://www.itfcongress2010.org/press.cfm) where you can find free downloadable photos, press releases, the history of ITF congresses and more. A constantly updated general guide to the congress and how it works can be found at [www.itfcongress2010.org](http://www.itfcongress2010.org)



The TSHD **GEOPOTES 14** seen rainbowing at the new to build Maasvlakte II project - **Photo : Luuk Silvius (c)**

## **Mv ONRUST**

**August 10th 2010**

**By : Hans Bosch**

On this overcast day almost exactly 34 years after I had joined Smit's subsidiary Smit-Lloyd, my wife and I decided to make a cycling tour along the dikes of the Oosterschelde towards Zierikzee, home port of many a fishing vessel used to bring our famous Zeeuwse Mossel (mussel) ashore.





Why the link Smit and this part of the wonderful province of Zeeland in the SW part of The Netherlands? Well quite clear: We would return to Burghsluis with a vessel - for years famous in the fleet of Smit or more precisely "vd Akker"



,a Salvage Company based till 2002 in Vlissingen – called the **"ONRUST"**. The mv **Onrust** is a vessel which was -amongst other- used for recovery of anchors/chains lost in the Wester Schelde, mainly close to Vlissingen roads and various salvage jobs with Smit Tak Salvage. With other vessels of vd Akker ( such as the **Deurloo**) she was in 2002 handed over to the URS of Antwerp who had become Smit's partner. NB: The name **Onrust** is linked to clocks / watches and in English is known as Balance Wheel.

Her present owner, skipper Marcel van Mill (left) and his wife Jacqueline (Right) are the current operators and I was triggered

to hear their story of how she was obtained and why her exactly?

Marcel was kind enough to allow me access to the bridge of the vessel during the return trip to that little port of Burghsluis. The vessel had caught him and his father's attention when they had learned (in the local newspaper PZC) of the potential sale and made a trip to the Piet Hein kade in Vlissingen. After his visit on board and talks with Capt Ad Schouten he became more interested. The contact with vd Akker's management were initially not that easy but later on got more intense.



Marcel and his wife, were at that time operating the smaller **Breeveertien** and wanted to expand with another bigger vessel and after the visit they saw the potential of the **Onrust**, however quickly learned that she had left the port and headed for the assistance in the wreckremoval of the **Tricolor**. Sometime later they made contact with (this time) URS to continue the talks about the sale and their talks with Mr. Cor de Jong of the Terneuzen division resulted finally in the purchase in 2004. The **Breeveertien** was sold to an entrepreneur who wanted to use her in the Kager plassen as base for a sailing school. The **Onrust** in the meantime was taken to Jooren's yard in Werkendam and had her deck transformed into what she is nowadays carrying: a wonderful salon

in which the travellers are well treated. They also cater bigger parties who are served a good meal and be well entertained during the many trips she is making as party vessel or fishing vessel for daytrip-fishing or the famous

nature-trips on the Oosterschelde. Further enhancements and alterations were done in house and the vessel entered service for Marcel and his wife in march 2005.

During our conversation it appeared that he had a typical Mariners down to earth view as to life: This job is not making him rich however the love for the vessel and the joy in his work prevails. True Mariners like him do not need boats like the many fancy small (sailing) vessels around him every day. Vessels like the Onrust are wonderful units still going strong after all these years. The families horizon may not be as wide and far away as others; However.... the beauty of the Oosterschelde – it must be admitted - is very much breathtaking, every day again.

Marcel / Jacqueline, thanks for your hospitality and we trust you will keep the good old lady well afloat for a long long time to come and may we wish that many a reader of Piet's newsclippings be inspired to visit you (and sometime your two sons and dogs Max and Dokus), the vessel and this part of Europe which has become our second home since the last 10 years already. And....may it not only be the many loyal German , Belgian and Dutch tourists but perhaps more people from France / Spain / Italy or ..... whom they can greet with a smile and a Bonjour / Buenos dias or Buon Giorno or .....

### See you soon on board?? - Hans R. Bosch

Visit their (Dutch language) website at: [www.ms-onrust.nl](http://www.ms-onrust.nl) and find their contact numbers for further details.



The **SMAL AGT II** seen passing Bolnes Photo : Lia Mets (c)

## Maersk cancels South Africa – Oceania dry cargo service

The global shortage of dry containers has resulted in Maersk Line saying it is cancelling the further movement of loaded dry containers from southern Africa to Oceania destinations “due to an urgent need to position dry equipment.”

The ruling takes effect immediately to shipments from southern Africa to American Samoa, Australia, Fiji Islands, French Polynesia, New Zealand, Papua New Guinea, Samoa, and Vanuatu. Reefer boxes are not affected. Earlier Maersk said that it expected the container shortage to last through the third quarter of the year. It said that during the recession of 2008 and 2009 many container shipping and leasing companies stopped sourcing and producing

containers. "As carriers and shippers did not expect the current demand surge, the necessary equipment has not been ordered in 2010, ultimately resulting in the global shortage in equipment."

Maersk said that in response to this shortage it has initiated production and leasing of new containers and has re-activated laid-up container ships to assist in repositioning containers as fast as possible. Meanwhile Maersk Line and Safmarine are altering the rotation of their Samba service between Europe, North and West Africa and the East Coast of South America. Calls at Tangier, Dakar and Vittoria have been dropped and are being replaced with a call at Tilbury and a double call at Santos.

The new rotation as from 18 August is: Rotterdam, Bremerhaven, Tilbury, Algeciras, Santos, Paranagua, Buenos Aires, Montevideo, Santos, Pecem and Rotterdam. Currently Maersk provides five container ships to the service and Safmarine two, each with an average TEU capacity of around 3,000 TEUs. **Source : [ports.co.za](http://ports.co.za)**



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The **OSAKA EXPRESS** seen enroute Antwerp – Photo : Alain Dooms – [www.tugspotters.com](http://www.tugspotters.com) (c)

## **FESCO's container traffic soars 58% in H1, to 160.300 TEUs**



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 224

The volume of container shipments by FESCO Transport Group in the first half of this year jumped by 58% from the same period in 2009, to 160,318 TEUs, the press service of FESCO said. Half-year intermodal traffic amounted to 20,632 TEUs, or 3,6 times as much growth over H1, 2009. Freight forwarding services were up 33% y-o-y, to 32,186 TEUs. Refcontainer volume increased by 2.6%, to 20,684 TEUs. Six-month volume of rail container traffic surged by fourfold from Jan-Jun, 2009, to 84,741 TEUs.

According to Sergey Generalov, President and Chairman of FESCO's Board, "the outcome of the Group in the first half substantially surpassed our targets. This strong dynamic reflects good recovery rates of the Russian economy and the growth of international trade, especially with the countries of South-East Asia, particularly China."

Transport group FESCO, formed on the basis of the Far Eastern Shipping Company (FESCO), is a largest Russian container operator. The Group has its own vessels fleet of over 1 million DWT. The Company's container fleet is over 50,000 TEUs. It operates its own rolling stock of over 17,000 units. The total capacity of the ports handling facilities amounts to 240,000 TEUs and 7,5 million tons of general cargo.



Shippingnewsclippings contributors **FRANS DE LIJSTER** (left) and **KEES TORN** (right) seen in the port of Hoek van Holland, ready with their cameras to make photos of the ship movements  
Thanks Gents, for all the good shots ! it is appreciated by all the readers !!

**Photo : Piet Sinke (c)**

## .... PHOTO OF THE DAY ....



The **LAVENDER ACE** seen in Rio Grande – **Photo : Marcelo Vieira (c)**

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