

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 227



**Number 227 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Sunday 15-08-2010**

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



**ISO 9001:2008**



**MARINT**  
(OFFSHORE SERVICES) LTD

**Independent Consultants and Brokers in the International Tug and Supply Vessel market  
(offices in London and Singapore)**

**Telephone : +44 (0) 20 8398 9833**

**Facsimile : + 44 (0) 20 8398 1633**

**E-mail : [tugs@marint.co.uk](mailto:tugs@marint.co.uk)**



**The INGRID K seen in Cape Town – Photo : Ian Shiffman (c)**

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore  
**PLEASE SEND ALL PHOTOS / ARTICLES TO :**

**[newsclippings@gmail.com](mailto:newsclippings@gmail.com)**

If you don't like to receive this bulletin anymore :  
To unsubscribe click [here](#) (English version) or visit the subscription page on our website.  
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

## EVENTS, INCIDENTS & OPERATIONS

### Global leader in ocean towage



[www.fairmount.nl](http://www.fairmount.nl)

Hofpoort 16th Floor, Hofplein 20  
3032 AC Rotterdam • The Netherlands

phone + 31 10 240 25 00  
fax + 31 10 240 25 99  
email [sales@fairmount.nl](mailto:sales@fairmount.nl)



The **TANJA** seen arriving in the port of BAIRRITZ - Photo : Kees van Huistede (c)

## International seminar on dredging and reclamation coming to Singapore again

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 227

This 35th International Seminar on Dredging & Reclamation is coming to Singapore again this year and will be held in association with the National University of Singapore, taking place at the Grand Park City Hall Hotel in Singapore 8-12 November 2010.

The course is given by recognized experts from the world's leading dredging companies and is aimed at project managers, project staff and decision makers in governments, port and harbour authorities, offshore companies and other organisations that have to execute dredging projects.

Over the last fifteen years, this intensive course has reached hundreds of professionals in maritime related fields in Delft, Singapore, Dubai, Buenos Aires, Bahrain, Mexico and Abu Dhabi. The five-day course provides an understanding of dredging through lectures by experts in the field and workshops.

Some of the subjects covered are:

- land reclamation, the development of new ports and maintenance of existing ports;
- project phasing (identification, investigation, feasibility studies, design, construction, and maintenance);
- descriptions of types of dredging equipment and boundary conditions for their use;
- state-of-the-art dredging techniques as well as environmentally sound techniques;
- pre-dredging and soil investigations, designing and estimating from the contractor's view;
- costing of projects and types of contracts such as charter, unit rates, lump sum and risksharing agreements.

In addition, in each country a visit to a dredging project is planned, if possible combined with a trip on a working trailing suction hopper or cutter dredger.

### EARLY REGISTRATION DISCOUNT

The cost of the seminar will be €2,950 including all tuition, seminar proceedings and workshops and a special participants dinner during the week. Those registering before 15 September will enjoy a €250 discount.

Fees are exclusive of travel costs and accommodation. The IADC can help those attending the event find accommodation in the conference hotel or at another hotel, if required. **Source : Dredging News Online**



The pilot tender **MERCURY** seen operating in Ijmuiden – **Photo : Piet Sinke (c)**



## Baltic Dry Index's 7.5% gain the best in 14 months

The Baltic Dry Index, a measure of commodity-shipping costs, rose the most in 14 months as rents continue to surge for the capesize-class ships that typically haul iron ore. The gauge climbed 166 points, or 7.5 per cent, to 2,378 points on Wednesday, according to the London-based Baltic Exchange. The advance was the largest since June 2, 2009.

Capesize rents jumped 20 per cent, the most in 31/2 months, to US\$29,022 a day, extending August's gain to 94 per cent. 'There's a genuine rise in demand on capes,' Steve Rodley, co-managing director at M2M Management Ltd., a shipping hedge-fund manager that predicted in July rates would rally, said. 'Iron ore is starting to move again.'

Iron ore is a raw material for making steel, and China is the world's biggest producer of the metal. Benchmark Chinese steel prices have risen for three straight weeks as manufacturers restock after depleting inventories. Prices gained 0.5 per cent to 4,259 yuan (S\$858) a ton on Tuesday. Improved confidence about demand prospects for the fourth quarter is allowing owners to charge more for long-term rentals, Mr Rodley said. In turn, that's strengthening their hand when negotiating lease rates for single-cargo, or spot, shipments, he said.

Mr Rodley's co-managing director, Stuart Rae, said in July capesize rates would likely climb by the end of the year as Chinese mills restocked iron ore. The ore accounts for about three-quarters of cargoes hauled by capesizes. The ships normally carry between about 110,000 and 200,000 tonnes of cargo each. Contracts traders use to speculate on, or hedge, the exchange's future price assessments climbed 3.9 per cent. Capesize forward freight agreements for the fourth quarter rose to about US\$33,000 from a closing value of US\$31,750, according to prices from Freight Investor Services Ltd, a broker of the accords. 'It seems to be in the short term a fairly tight situation' in terms of vessel supply, Peter Norfolk, research director at FIS, said. Rents for smaller panamaxs climbed 3.1 per cent to US\$22,077 a day on Wednesday, according to the exchange. Supramaxes rose 1.2 per cent to US\$18,295 and handysizes gained 0.7 per cent to US\$14,430. **Source : Bloomberg**

## 600 jaar reddinggeschiedenis op Sail 2010



**Mees Toxopeus**

Tijdens Sail 2010 liggen bij het tijdelijke reddingstation van de Koninklijke Nederlandse Redding Maatschappij (KNRM) in de Zouthaven naast operationele schepen oude reddingboten die de historische waarde van de 185-jarige KNRM tot uitdrukking brengen. Roemruchte schepen, nu in particulier eigendom, die de rijke geschiedenis van de KNRM weerspiegelen. Samen vertegenwoordigen ze 600 jaar reddinggeschiedenis. Stap aan boord en beleef het verleden!

In de Zouthaven liggen verschillende typen reddingboten die de ontwikkeling van paardenreddingboot naar Rigid Inflatable Boat (RIB) goed weerspiegelen. Een ronde in de haven maakt het mogelijk om kennis te maken met reddingboten die door enthousiaste eigenaren, verenigd in Nautische Vereniging Oude Redding Glorie, in de vaart worden gehouden.

De **Hilda** is de oudste reddingboot die tijdens Sail aanwezig is. Zij voer van 1922 tot 1975 in dienst van de K.N.Z.H.R.M. In de 53 jaar van haar actieve dienst op Rottumeroog en Lemmer is de **Hilda** 411 maal uitgevaren en zijn er 540 mensen mee gered. De bekende redder **Mees Toxopeus** was de eerste schipper op dit schip. De

zelfrichtende motorreddingboot **Prins Hendrik** (1951-1996) was alweer wat moderner dan de **Hilda**. Het schip heeft nog wel een open stuurstand. De stuurman had daarmee onbelemmerd zicht op zee, maar het nadeel was wel dat men slechts gedeeltelijk beschut stond. Met overkomend water en harde wind een ware beproeving voor haar bemanning!



De **Carlot-klasse** (operationeel tussen 1960 en 2000) heeft een dicht stuurhuis. Tijdens Sail zijn maar liefst vier schepen van dit type reddingboot aanwezig. De **Bernard van Leer** (1965-1997), de **Gebroeders Luden** (1965-1996), de **Johanna Louisa** (1968-1993 en nu in dienst als PR schip van het hoofdkantoor van de KNRM in IJmuiden) en de **Suzanna** (1968-1998) liggen naast elkaar. Dankzij het dichte stuurhuis werd het zelfrichtend vermogen ten opzichte van de Prins Hendrik-klasse nog eens extra vergroot. Als alle deuren in het stuurhuis gesloten zijn vormt de "luchtbel" in het stuurhuis een grote opdrijvende kracht zodat de boot eigenlijk moeilijk om kan slaan.



In dezelfde tijd werden de schepen **Koningin Juliana** (1963-2005), **Javazee** (1967) en **Zeemansbot** (1972) ontwikkeld. Kenmerkend van deze boten zijn de ruime dekken en de stuurhuizen. De opbouw bestaat uit een enkel stuurhuis. Het lijkt om een onderzeeboot boven water. De Tjerck Hiddes is een van de laatste conventionele schepen die de KNRM in dienst nam. Dit type boot is speciaal ontwikkeld voor het IJsselmeergebied en voer van 1975 tot 2003. De oude reddingboten zijn zeer verschillend met de huidige reddingvloot die volledig bestaat uit snelle RIB's waarvan er negen ter bezichtiging in de Zouthaven liggen.

**Eigentijds doneren in KNRM zomeractie Koninklijke Nederlandse Redding Maatschappij**

In de zomer van 2010 houdt de KNRM een grootscheepse zomeractie die niet gebonden is aan een plek. Het enige dat nodig is, is een mobiele telefoon: sms KNRM naar 4333 en doneer eenmalig € 3,- aan de KNRM. De opbrengst gaat naar beschermende kleding voor de redders. Deelnemers ontvangen een actiecode die kan worden ingevuld op [www.knrm.nl/sms](http://www.knrm.nl/sms). De actie loopt van 7 augustus tot en met 5 september.



Fairstar's **FJORD** enroute from Singapore to Denmark seen passing the Suez canal

Photo : Capt. Peter Kerkvliet (c)

## The moments after Mumbai ship collision

When the collision between cargo ships **MV Khalijia 3** and the **MSC Chitra** happened, there was a private tug - Vamsee 3 - that was escorting MV Khalijia into the Mumbai port. The crew and the captain were among the few eyewitnesses to the accident who say **Khalijia** may have had a steering gear problem.

Speaking to NDTV, the Captain of the ship, Capt RK Hukku said, "I suspect there was a steering failure in the **Khalijia** as it continued to turn after seeing **Chitra**." "We could see an accident was going to happen but there was no action taken to prevent it... as the sea was very rough, a few thousand tonnes of water must have entered **Chitra**," Captain Hukku added. Commending the rescue team's efforts, he said "it was a very organised rescue operation". Captain Hukku and his team is also responsible for rescuing 33 people on board the **MSC Chitra** "When we saw women on board, there was no time to think," he said. After a total shutdown for five days, two of the country's premier ports partially reopened on Thursday morning.

The Indian Navy's Western Naval Command undertook 'Op Pathfinder'. The operation was undertaken to safely escort 13 vessels in and out of Jawaharlal Nehru Port Trust and Mumbai Port Trust. The channel was rendered dangerous for navigation by the presence of numerous floating and sunken containers after two merchant ships **MV Khalijia** and **MSC Chitra** collided off the coast of Mumbai on Saturday morning and over 200 containers from **MSC Chitra** fell into the water. The channel was surveyed continuously for three days prior to undertaking the operation Source : [ndtv](http://www.ndtv.com)

See also : <http://www.ndtv.com/article/cities/the-moments-after-mumbai-ship-collision-44305>





The **WEC VAN RUYSDAEL** seen enroute Moerdijk – Photo : Kees Torn (c)

## Boat Carrying Tamil Asylum-Seekers Docks In Canada

A small cargo ship carrying hundreds of Tamil asylum seekers from Sri Lanka docked at a Canadian naval base in British Columbia on Friday after a three-month journey, according to officials and local news reports.

'**MV Sun Sea**,' was escorted to the naval base by a Canadian Navy ship. The vessel was received at the base by several border officers who erected a tarpaulin to shield passengers from the media.

Canada's Public Safety Minister Vic Toews later told reporters that the vessel had 490 people on board, adding that the ship's captain had declared his passengers as refugees. He also raised doubts that there might be members of the Liberation Tigers of Tamil Eelam (LTTE), or Tamil Tigers, on board the vessel.

Local media reports indicated that the government had erected tents at a dock near Esquimalt, a naval base on the Vancouver island, to house the ship's occupants, and has alerted jails that they could receive new inmates.

Earlier in the day, Canadian Navy personnel boarded the ship off British Columbia. The move came after Sri Lankan media reported that the ship was heading toward Canada after being turned back from Australia, and that several other ships full of refugees were also on their way.

The Tamils on board the ship are believed to have fled persecution in Sri Lanka, but the Canadian government has concerns that some on board may be LTTE sympathizers. Canada has regarded the LTTE, which was defeated last year after a two-decade-long war, as a terrorist outfit since 2006.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 227

Sri Lanka's High Commissioner to Canada Chitranganee Wagiswara has asked Ottawa to reject their refugee status, calling it a human smuggling operation linked to the rebels.

In May 2009, the Sri Lankan military claimed victory in its 25-year civil war against the Tamil Tiger rebels after recapturing the rebel-held areas and eliminating major rebel leaders, including LTTE founder-leader Velupillai Prabhakaran, in a final offensive that lasted over a year. Official figures indicate that the military offensive against the Tamil Tiger rebels in the north-eastern regions of the country left over 300,000 people homeless, while some 7,000 civilians were killed in the final months of the civil war.

An estimated 80,000 people, mostly civilians, have been killed in the country's civil war after the LTTE launched an armed rebellion in 1983, demanding an independent state for the Tamil minority in the island nation's northern and eastern regions. Colombo has repeatedly rejected a United Nations probe into alleged rights abuses during the final stages of the civil war. It has, however, set up its own inquiry commission to investigate allegations of war crimes and reason for the failure of a truce between the government and the LTTE in 2002. **Source : RTT News**

### Piracy problem?

Need training or advice?  
Need (armed) security guards?  
Need security vessel?

### CALL



### Piracy solution!

[www.mastermindsecurity.nl](http://www.mastermindsecurity.nl)  
[ferry@mastermindsecurity.nl](mailto:ferry@mastermindsecurity.nl)  
**Ferry van de Wal**  
**+31 (0) 76 54 22868**

### SECURITY



Off Curacao Dockwise **BLUE MARLIN** submerged and the **NOBLE JIM DAY** was offloaded  
**Photo : Els Kroon (c)**



## Bibby launches English courses for crew

Bibby Ship Management has joined forces with English language experts from the IELTS (International English Language Testing System) to provide English proficiency training for crew. The new initiative, which has been launched by its Philippines office, will help maritime professionals on all of its vessels develop a clear set of language and communications skills.

Recognised by the British Council, the courses offer training in conversational and technical English to help seafarers improve their academic, spoken and general understanding of the language. JoJo Palma, president and ceo of Bibby Ship Management (Philippines), said: "We have a strong reputation for providing a high quality service for our clients, a large part of this comes from our continuous skills training. "The English proficiency courses are the latest measure we have added to the Bibby training programme to ensure all crew are performing to the highest standard, not just in technical and operational excellence, but in all areas. "Communication failures are a major cause of accidents and incidents in all industries and an area where our experience pool of seafarers reported that they would welcome additional training. "Since we launched the programme we have noticed a very positive shift in those who have completed the training, in terms of both how they have implemented their new skills on the job and their increased confidence levels when communicating with officers and customers. "The fact that two of the latest seafarers to complete a five-day intensive course with IETLS passed in the highest percentile, with over 80% each, after failing an alternative module, shows just how effective our teachers are at achieving maximum results.

"Early feedback from officers also illustrates they are having an extremely useful impact on everyday performance levels on the vessels. We expect to see even more positive results in the upcoming months and will continue to roll out the programme to maritime professionals as they join the Bibby team." The courses, which result in an internationally recognised qualification, provide different levels of training depending on the existing competency of the seafarer. Options range from a ten-day course, which takes four hours a day, to an intensive programme, which lasts just five-days and involves eight hours teaching per day. **Source: Bibby Ship Management**



The **SAFMARINE NAKURU** seen enroute Rotterdam – **Photo : Henk van der Heijden (c)**

## US firm awarded \$110m for salvaging Titanic artefacts

A US judge praised the company's extensive efforts to retrieve and conserve the artefacts. A judge has awarded a US exhibition company \$110m for salvaging artefacts from the wreck of the **RMS Titanic**.

The US federal judge ruled that **RMS Titanic Inc**, which displays the artefacts in museums across the world, is entitled to their full market value. The court will decide whether to grant the company ownership of the objects or sell them and give it the proceeds. The ship sank on its maiden voyage from Southampton to New York in April 1912, killing more than 1,500 people. **RMS Titanic Inc**, a subsidiary of Premier Exhibitions Inc, has undertaken seven expeditions to the wreck site 2.5 miles (4km) below the north Atlantic, and has retrieved more than 5,500 artefacts.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 227

The Belfast-built ship sank about 400 miles off the coast of Newfoundland, Canada, two hours after hitting an iceberg. It was discovered in 1985 by an expedition led by Dr Robert Ballard.

A US court granted the company salvage rights to the vessel in 1994 but explicitly stated it did not grant ownership of the wreck or the artefacts. The company has displayed the artefacts in museums across the world. In Virginia on Thursday, US District Judge Rebecca Beach Smith found the company's monumental effort to reach the wreck and to retrieve, conserve and exhibit the artefacts entitled it to the monetary award. The judge noted the wreck of the Titanic, shown sailing out of Southampton, is fast deteriorating "The salvage of the Titanic has involved unprecedented feats of skill and dedication," she wrote.

In deciding the 17-year old case, Judge Smith wrote she had relied on marine salvage law that had its genesis in ancient Greece 3,000 years ago. She allowed the company to continue to display the artefacts but did not grant the company ownership of them. She gave herself until 15 August, 2011 to decide whether to sell the artefacts through the court and give the company the proceeds or to give the company title to the objects after setting conditions for their maintenance and future disposition.

"We are very pleased with the decision of the court and believe it reflects the extensive efforts of the company to embrace its role of salvor-in-possession of **Titanic**," Christopher Davino, Premier Exhibitions, Inc's president and chief executive officer, said in a statement. In praising the company's effort, Judge Smith noted the company had invented 20 specialised instruments to retrieve fragile artefacts from the sea bed, including a vacuum and a flat shovel used to retrieve a stained-glass window.

The company has custody of the artefacts, including paper currency shown here, but not ownership - yet She also noted the great peril its submarine crews had faced on the dives, pointing out that the pressure at the sea floor reaches 6,300 pounds per square inch, and any significant damage to the hull would mean instant death.

And she cited evidence the **Titanic** is fast deteriorating on the sea floor, with the eventual collapse of the hull imperilling the artefacts. "The **Titanic** artefacts were previously lost on the bottom of the ocean, depriving the public of all social utility in their historic symbolism and cultural beauty," she wrote. "Instead, RMS Titanic has recovered those items from a fate of being lost to future generations." **Source : BBC**



**TENDERSERVICE MAASMOND**

De "maritime dienstverlener voor het Rotterdamse haven- en ankergebied"

De "koeriersdienst" over water  
Goederen/personen snel op plaats van bestemming.  
Flexibele dienstverlening 24/7.  
Specialist in tenderdienstverlening.  
Thuis in het vaargebied, 40 mijl rondom Hoek van Holland.  
Gecertificeerde vaartuigen met bevoegde bemanning.  
Gunstige tarieven.

Tenderservice Maasmond B.V.  
Drijver 63  
3144 GD Maassluis  
Tel: 0623171715  
info@tenderservicemaasmond.nl  
www.tenderservicemaasmond.nl

## Maersk LNG tanker saves six Iranian sailors in the Gulf

The crew of the Danish flagged LNG-tanker **Maersk Ras Laffan** came to rescue for six Iranian sailors in the Persian Gulf. The six sailors were saved from their sinking dhow, which was spotted from **Maersk Ras Laffan** on a voyage from Ras Laffan to Suez and the Mediterranean. The Iranian dhow had hoisted sos-signals, which was spotted by the duty officer on the LNG tanker. **Maersk Ras Laffan** was manoeuvred to the scene and launched its MOB units and took all six on board. After a short stay on the **Maersk Ras Laffan** the six Iranian sailors were transferred to another ship, which will take them back to Iranian. Shortly after the **Maersk Ras Laffan** resumed its voyage bound for Barcelona. **Source : ShipGaz**

## ANGLIAN SOVEREIGN ATTENDED SHIP ON FIRE AT A REMOTE BERTH IN SCOTLAND



With the fire extinguished the badly damaged **Yeoman Bontrup** was moved to a safe anchorage to be prepared for towage. **Photo courtesy - MCA.**

The badly damaged self-discharging bulk carrier **Yeoman Bontrup** has been returned to its owners after a complex salvage operation. On the 2nd of July the ship reported a serious fire whilst moored at the remote Glensanda SuperQuarry in Morvern, opposite the Isle of Lismore. A fierce fire had broken out in the conveyor belt system on the 100,000dwt ship during loading operations. Due to the remote location the Coastguard Emergency Towing Vessel



(ETV) **Anglian Sovereign** was tasked to attend and firefighters from the Highlands and Islands Fire Service Maritime Incident Response Group (MIRG) were transported to the scene by helicopter and boat. Fortunately there were no serious casualties but the remote nature of the Glensanda berth made transport difficult for all of the land based emergency services.

The fire spread from the conveyor to the accommodation and the top of the engineroom, resulting in an explosion caused by liquids detonating in the steering compartment. A joint salvage agreement was signed by **Smit Salvage** and **J P Knight (Lowestoft) Ltd**, and considerable effort was required to reduce and eventually extinguish the fire. Anglian Sovereign, which has a substantial fire fighting capability, carried out 'boundary cooling' to help prevent the spread of fire and further hull damage, and as a base for the salvage team. Two harbour tugs from the Clyde were contracted to stand by to hold the ship in position in the lack of operable of mooring winches on the ship's stern. At one stage there was concern that **Yeoman Bontrup** could break free of its moorings.

Several days of round-the-clock cooling and firefighting then followed. The 13-strong salvage team finally succeeded in extinguishing all of the fires onboard on 6th July. With the situation stable, the discharge conveyor was swung back onboard and the casualty moved clear of the berth and taken to a safe anchorage on Friday 9th July by the **Anglian Sovereign** and local tugs. **Anglian Sovereign** is one of four fully equipped ETVs operated by **J P Knight (Lowestoft) Ltd** on behalf of the **Maritime & Coastguard Agency (MCA)**.

After further work to improve the vessel's condition and prepare it for towage, the ship was taken in tow to Amsterdam using the contracted tug Boulder and with the J P Knight tug **Keverne** to assist with steering. The passage around the north of Scotland, with the damaged and heavily loaded bulk carrier, was slow and protracted but **Yeoman Bontrup** finally arrived safely and without further incident on the 29th of July.

**Yeoman Bontrup** was handed over to her owners in Ijmuiden on the 31st July and work had started to remove the 70,000 tonnes cargo of stone prior to arrangements being made for a full inspection and subsequent repairs.

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?  
PLEASE VISIT THE WEBSITE :  
[WWW.MAASMONDMARITIME.COM](http://WWW.MAASMONDMARITIME.COM)  
AND REGISTER FOR FREE !**

## **NO BEEF**

Bahrain says it has no plans to beef up shipping security following an attack on a Japanese tanker in the Strait of Hormuz last month. General Organisation of Sea Ports (GOSP) maritime affairs assistant director-general Isa Yateem said Bahrain was already party to the International Convention For The Safety Of Life At Sea (SOLAS) and the International Ship and Port Facility Security Code.

He described these as the highest security measures available, but admitted even those might not prevent a terrorist attack. "All (seven) Bahraini ports are complying with the code as well as the SOLAS convention," he told the GDN.

"All Bahraini vessels are complying with the code, which includes having a ship security assessment, ship security officer, a port facility security assessment and a port facility security officer. "There is no reason for them not to comply with the code wherever they are and I expect this (Japanese) vessel was complying with the code.

"It tells them what to do in case of an attack. We have to put measures in place to tell them how to behave on the ship. "Any ship coming to Bahrain should have its own security plan, but ships must review their security measures every year." A spokesman for the US Navy's Fifth Fleet – which is headquartered in Bahrain and patrols the Gulf waters – said it was already operating at a "high state of vigilance", suggesting there was no plan to review its security policy. Meanwhile, Marine Emergency Mutual Aid Centre (Memac) director Captain Abdul Monem Al Janahi added the

organisation would monitor investigations and discuss the findings with member countries. "Until now I don't think we can do anything (for security) until they come with their suggestions from the investigations," he added.

"We will study it (the results of the investigation) with international maritime organisations and discuss it with ministers of member states." The UAE said on Friday the Japanese oil tanker was hit by an explosives-laden dinghy in the Gulf in the first attack in the strategic waterway, where millions of barrels of oil are transported each day.

An Al Qaida-linked group claimed responsibility for attacking the vessel, raising fears about the vulnerability of the Strait of Hormuz – a vital shipping lane for petroleum exporting countries in the region between Oman and Iran.

The **M Star** super tanker was damaged on July 28 as it entered the strait, a transit point for about 40 per cent of oil shipped by tankers worldwide. **Source : ShipTalk**

## **CASUALTY REPORTING**



### **Nederlands schip vastgelopen in Zweden**



Een dronken schipper heeft een Nederlands vrachtschip vrijdagochtend laten vastlopen in het zicht van de haven van het Zweedse Helsingborg. De Zweedse politie heeft de 44-jarige Oekraïense schipper aangehouden wegens dronkenschap en roekeloos vaargedrag. Dat liet de Zweedse politie vrijdag weten.

De kapitein had vier keer de toegestane hoeveelheid alcohol in zijn bloed (0,4 milligram per liter, terwijl tijdens het besturen van een schip maximaal 0,1 is toegestaan), zo bleek uit een blaastest. De man is aangehouden op verdenking van 'buitensporig alcoholgebruik'. Hoewel die kwalificatie officieel pas geldt vanaf 0,5 milligram, wordt de dronkenschap hem ernstig aangerekend omdat hij de gezagvoerder was van een groot schip dat in ondiep water voer, aldus een politiewoordvoerder.

Het 85 meter lange **FLINTERFOREST** welke onderweg was van Finland naar Schotland, blijft waarschijnlijk nog dagen vastzitten. Dit omdat het nog tot na het weekend duurt, voordat een pontoon met kraan ter plekke is om de lading van 800 ton aan papierrollen van het schip te lossen. Pas daarna kan worden geprobeerd het vaartuig los te trekken. Bij het ongeluk raakte niemand gewond. **Bron : Telegraaf**

## NAVY NEWS

### Russia to modernize fifth Indian submarine

A fifth Indian Kilo class diesel-electric submarine has arrived to Russia's Zvezdochka shipyard for an overhaul under a recent contract, the shipyard company said on Thursday. Russia has built ten Kilo class submarines for India and has already overhauled four of them at the Zvezdochka shipyard in the north of the country.

**INS Sindhurakshak** is being upgraded under a direct contract between the Zvezdochka shipyard and the Indian defense ministry, signed on June 4, 2010. The upgrade program includes a complete overhaul of the submarine, including its hull structures, as well as improved control systems, a sonar, electronic warfare systems, and an integrated weapon control system. The upgrade is reported to cost around \$80 million. Russia's Kilo-class diesel-electric submarines are well-known for being extremely quiet boats, and have been purchased by China, India, Iran, Poland, Romania and Algeria. **Source : Rian**

### Govt sanctions additional Rs 4764 crore for submarine project

With the delivery of the Scorpene submarines getting delayed, the Indian government has sanctioned an additional amount of Rs 4,764 crore for the project, the Rajya Sabha was informed today.

"The last (of the six) submarine will be delivered in the second half of 2018. Government has recently sanctioned an additional amount of Rs 4764 crore for the project," Defence Minister A K Antony said in reply to a written query.

India had signed a Rs 18,798 crore deal with France in 2004 for six diesel electric submarines to be constructed at an Indian shipyard and the first submarine is expected to be completed by the Mazagon Dockyards Limited in Mumbai by 2012. The minister said the delay in delivery of the submarines was due to initial teething problems, absorption of technology and augmentation of the MDL infrastructure and procurement of MDL-procured materials. Antony said the defence shipyard has put in place various plans to obviate any further delay. On another query on the artillery ammunition, the Defence minister said the Krasnopol ammunition was procured from Russia in two batches in 1999 and 2002.

"The 1999 ammunition is serviceable and fit for firing during training and operations after repairs by the Original Equipment Manufacturer. The 2002 ammunition is under quality claim repairs by the OEM," he said. **Source: PTI**

### Probe into German-Greek arms deals reveals murky side of defense sales

After months of haggling over its involvement in the unprecedented European Union bailout to save Greece from defaulting, Germany finds itself at the center of another financial tangle with the debt-ridden Mediterranean nation - this time involving defense contracts Greece could ill afford and the shadowy deals behind them.

At the same time that German Chancellor Angela Merkel's cabinet was approving 22.4 billion euros (\$29.7 billion) in aid to Greece, prosecutors in Germany began investigating whether defense contractors had paid millions of euros in bribes to Greek officials in connection with the sale of two German submarines in a deal worth more than a billion euros.

The investigation, which began in May, is focussing on the deal - part of a larger, complicated decade-old contract to provide Greece with a total of six submarines - struck between Berlin and Athens in March as Greece lurched toward



bankruptcy. The investigation is also looking at similar defense deals struck between Germany and Portugal, another EU member state teetering on the brink of financial collapse.

### German firm at the heart of bribery allegations

The probe is looking into allegations that Ferrostaal AG, one of the German companies helping to build the submarines, was involved in bribery. Ferrostaal executives are suspected by Munich prosecutors of authorizing payments worth millions of euros to politicians to win the initial deal in 2000 through a Greek company called Marine Industrial Enterprises.

According to records unearthed by the German investigation, Ferrostaal allegedly used false consulting contracts to cover up the bribes before distributing payments to "officials and decision-makers" in Greece. The prosecutors also allege that Ferrostaal accepted fees from other companies for bribes paid on their behalf, in effect operating a policy of subcontracted bribery.



While no charges have been brought in the on-going investigation into the submarine deal, several Ferrostaal executives stepped down in May and three company representatives have been indicted, along with individuals in Portugal linked to the Portuguese deals. The company itself could face fines in excess of 120 million euros if found guilty of bribing officials in Greece and Portugal.

Greece's economic crimes unit is also probing the transaction as part of its investigation into all weapons deals made by Athens over the past decade, deals said to be in the region of 16 billion euros in total, to determine whether Greece overpaid or agreed to deals for military equipment it didn't need. Greece is the largest importer of conventional weapons in Europe and its military spending, the highest in the European Union, is widely accepted as one of the main reasons for the parlous state of its finances.

The revelations and investigations in the deals between Germany, Greece and Portugal have also prompted members of the European Parliament to call for the EU to launch its own probe, with some officials accusing Germany of making their military dealings with Greece a condition for its involvement in the country's bailout and profiting from Athens' profligacy. German government officials have vehemently denied that Germany took advantage of Greece's spending habits to land lucrative defense deals and have dismissed claims that its involvement in the rescue package, in which Germany was the largest EU contributor of financial aid, was dependent on agreements being signed.

"This is a very difficult matter," Dr. Christian Moelling, a European defense expert from the German Institute for International and Security Affairs, told Deutsche Welle. "If Greece wants to spend the money, then of course it can but at the moment it is spending EU money...or, in fact, mostly Germany's money." "The problem is that this submarine deal is an old deal. It was signed in 2000 before Greece had this level of financial problems. As with any deal, it is very hard to get out of the contract and the private actors in this deal have every right to get their money."

As well as the submarine deals themselves, it is thought that "offset contracts" were also signed to the tune of one billion euros. Offsets are arrangements made by purchasing governments with their suppliers, requiring the contractors to reinvest a percentage of the value of the deal in the importing country. "The arms trade is already an incubator of corruption with such large sums of money flowing around, and all that secrecy," Nick Whitney, a European defence expert at the European Council for Foreign Relations, told Deutsche Welle. "It's so easy to avoid clear accountability about what you've bought, and why. The best antidotes are transparency, and competition. But if you add offsets to the deal, it only gets murkier." "The temptation to look for offsets - compensation for a big export of state capital - is understandable for some countries especially if you don't have an armaments industry of your own, and so can't expect to get compensated on a 'swings and roundabouts' basis." Dr. Moelling describes offsets as side deals. "Direct offsets are deals which happen thus: the purchaser will say, for example, 'we want to buy your fighter aircraft but we also want you to provide us with the industrial capability to build the missiles which goes with it.' The seller will

perhaps build the factory, pass on the technical knowledge or include the license to build the missiles in the deal for the plane."

"Indirect offsets work in much the same way but the additional deal will include something not attached to original product; we buy the plane, you build a hospital," he added. "These offsets often go beyond just the supplying company and can include participation by the supplier's government. In the case of the submarines, this would be the German government." Under many trade agreements and in most industries, offsets are illegal but the EU allows them in defense procurement where member states can invoke a "national security" exemption. Opponents of offset agreements say they are negotiated among companies with government favoritism and violate the EU's internal market competition rules.

"In the civilian field, offsets are illegal but in the defense sector, they are legal," Dr. Moelling added. "In the EU, article 346 of the current treaty says that any agreement can be overruled if it is claimed to be in the national security. The problem is that there are many different opinions on offsets in the EU. Germany says they are not helpful as they blur the actual price of products. Greece meanwhile has a very active offset policy while other countries have no official policy. Offsets aren't part of any typical market so they're very hard to monitor and are highly politicized."

"The European defense agency recently brokered an agreement amongst European member states to limit offset to 100 percent of the value of the arms contract," Nick Witney said. "Previously, many member states were looking for a lot more. Austria was the most striking case - they used to demand 300 percent offset. In such circumstances, weapon-buying becomes the least important part of the transaction - the big money is in the offset. So any pretence that you are buying the best weapon at the best price for your military needs goes out of the window - noone can really disentangle why you've bought what you've bought."

The EU has been called upon to tackle the "national security" exemption invoked by member states when dealing in offsets. The EU is planning to introduce a new "defense procurement directive" which will restrict the areas in which governments can use the exemption and demand that the offsets they are involved in are necessary for the protection of security interests and do not break competition rules.

"It's not only on the weapons side of the deal that competition gets distorted," Witney added. "If the arms seller agrees to buy 1,000 trucks from you in compensation, what's that done to all the rules of the single market about fair trade in trucks? The treaties make clear that, although 'national security' gives member states latitude to ignore single market rules in their arms purchases, they must not in doing so distort competition in non-military goods."

## SHIPYARD NEWS



- Crewing Solutions
  - Global Ship Delivery
- [www.tos.nl](http://www.tos.nl)



[http://www.tos.nl/en/companies/ship\\_delivery](http://www.tos.nl/en/companies/ship_delivery)

## Jurong Shipyard extends their relationship with Aveva

AVEVA Group plc, one of the world's leading providers of engineering design and information management solutions for the plant, power and marine industries, announced that Jurong Shipyard, a subsidiary of Sembcorp Marine has extended its association with AVEVA by selecting AVEVA Marine (12 Series) as their engineering and design solution for major marine and offshore projects.

Jurong Shipyard has a long standing relationship with AVEVA and their decision to move forward with implementing AVEVA Marine (12 Series) is a progression towards the adoption of AVEVA's latest generation of marine solutions. AVEVA Marine (12 Series), is the most modern offering of AVEVA's marine solutions and has the ability to manage and secure legacy data while providing the most advanced solutions for marine engineering. AVEVA Marine is also ideally suited for mega projects in the offshore segment where Jurong Shipyard is a major global player. "We are pleased that Jurong Shipyard has made the decision to migrate to AVEVA Marine and greatly value the trust that it has placed in AVEVA technology and our business relationship," said Peter Finch, President of AVEVA Asia Pacific. He adds, "We are confident that the functionality and flexibility of AVEVA Marine (12 Series) will provide Jurong Shipyard the tools to deliver their global projects in the most timely and efficient manner possible." **Source: Aveva Group**



KOTUG's **ZP MONTELENA** seen assisting the the **STELLA JABBAH** at the Oude Maas enroute Dordrecht  
**Photo : Piet Sinke ©**

## BHIC awarded RM1.31bil job for submarine servicing

Boustead Heavy Industries Corp Bhd (BHIC) has been awarded a contract worth RM1.31bil by the Government to service the two Royal Malaysian Navy Prime Minister-class Scorpene submarines. The contract was given to subsidiary Boustead DCNS Naval Corp Sdn Bhd (BDNC), a joint venture with DCNS SA, a French defence company and was effective for a period ending Nov 30, 2015. BHIC managing director Tan Sri Ahmad Ramli Mohd Nor said the contract



negotiations between BDNC and the Government emphasised on the effective delivery of the in- service support and the targeted technical availability of the submarines.

"It also includes the transfer of technology and know-how from our partner, DCNS," he said in a press release. Ahmad Ramli said the transfer of technology, know-how and skills, set from the French to the Malaysian personnel, was crucial to ensure local participation, self-reliance and local content in accordance to the National Defence Industry Policy. The contract differed in value from the original letter of intent dated June 4, 2009 due to the inclusion of a full submarine integrated logistics support package. Ahmad Ramli said the package consisted of a "comprehensive spare parts package as well as the outfitting of workshop equipment, respective yard facilities and equipment, submarine safety conditioning facilities and their corresponding upkeep and maintenance".

It would also cover tug boat services and the operation and maintenance of the shiplift, transfer system and submarine "umbilical services". **Source : The Star**

## **ROUTE, PORTS & SERVICES**

### **Seaway Heavy Lifting**

#### **Offshore installation**

- Platform installations and removals
- Globally available
- 5000 mt crane capacity

#### **Seaway Heavy Lifting**



Albert Einsteinlaan 50, 2719 ER Zoetermeer  
The Netherlands  
e-mail : [info@shl.nl](mailto:info@shl.nl)



## **LD Lines weigh up options on Dover - Boulogne route**

FERRY operators are facing difficult times on crossings from Dover to northern France with increased competition and the current economic climate affecting their business. LD Lines has issued a statement to say they are looking into the options open to them, as a deadline approaches on whether they will continue their charter of the **Norman Bridge** and **Norman Trader**, which operate between Dover and Boulogne. The LD Lines statement comes soon after SeaFrance announced it would be cutting jobs, and P&O bosses said redundancies are likely in the future.

The LD Lines statement reads: "Like all other ferry operators on the Dover Strait, LD Lines is experiencing a very depressed market, tough trading environment and the aggressive pricing policy from Eurotunnel, all affecting volumes." The market needs to rectify supply and demand balance to have a chance of becoming profitable again and ensure long term survival of the ferry industry, particularly across the Dover Strait. "We have options to retain the two vessels **Norman Bridge** and **Norman Trader** which must be declared by 15th August. At this stage we have not yet exercised these options, hence the communication of Navitaship. "The company has not yet decided and there is a possibility we will exercise an option for at least one of these ships. We are also considering alternative tonnage on the Dover – Boulogne service, which may not include **Norman Bridge** and **Norman Trader**."

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 227

"We are currently assessing all possible options and we expect to be able to complete and announce our plan going forward from the middle of this month. "To confirm NO DECISIONS have yet been taken pending ongoing review of the various options." **Source : thisfrenchlife**



The **ALPINE MELINA** seen outward bound from Amsterdam - **Photo : Marcel Coster ©**

# Seamanship

Whatever the ship. Wherever delivered.

[www.redwise.com](http://www.redwise.com)

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



**GLOBAL SHIP DELIVERY & CREWING**

[info@redwise.nl](mailto:info@redwise.nl)



The **HARMONY** seen at the Westerscheldt River – **Photo : Teunis Verwoert (c)**

## Russia introduces new oil safety regulations

About the same time as oil company BP managed to seal its leaking well in the Gulf of Mexico, Russian authorities approved the introduction of a set of new national oil preparedness regulations. Among the regulations is the development of a new national system on early and efficient reaction in cases of potential spills, B-port.com reports. That includes also a set of new regulations on the admittance of foreign expertise, equipment and specialized aircrafts and vessels to the country in cases of a crisis.

The new regulations outlines how a foreign assistance mission is to approach Russian authorities when preparing to send expertise and equipment to the site of the accident.

In addition, the government will commit Russian shipbuilders and engineering companies to adopt new standards when constructing new vessels and offshore equipment. Prime Minister Vladimir Putin in a government presidium meeting this last week, stressed that the new regulations will help secure safe shipping both at sea and on the country's rivers.

-These regulations are needed in order to improve security within shipping, and for the construction of more modern, safe and efficient marine equipment by the domestic industry, Putin said, adding that this is vital both for the trade fleet and the fishery fleet, as well as for the fleet which is to engage in mineral extraction on the shelf.

He also said that the government this year alone allocates 14.3 billion RUB to the shipbuilding industry, and that it therefore expects full compliance from the respective companies.

Russia is about to significantly expand its oil and gas activities on the shelf, both in its Far East, the Caspian Sea and in the High North. In addition, the country is shipping huge loads of oil both on its rivers and on open sea. **Source : BarentsObserver**



The **BELUGA SYDNEY** seen moored at the Jiusheng Shipyard (China) – **Photo : Bart Klos (c)**





**WORLDWIDE OCEAN TOWAGE**

OCEAN TOWAGE • MARINE SALVAGE / WRECK REMOVAL  
OFFSHORE SUPPORT (OIL & GAS - DREDGING & WIND FARMS) • HEAVY LIFT TRANSPORTATION

 a company with the  
Tschudin Group

[sales@itctowage.com](mailto:sales@itctowage.com)  
[www.itctowage.com](http://www.itctowage.com)

## ROLDOCK SUN ARRIVED IN ROTTERDAM



Photo top : Jeroen Borst (c) – Photo : Below Michel Kodde (c)



## Canada Steamship in for big order at Chengxi

China's Chengxi Shipyard has inked an up to \$514m contract with Canada Steamship Lines to build 10 self-unloading bulk carriers. The order is for three panamax bulkers with an option for a further three, and two plus two handysize ships. The panamaxes were priced at \$55m per unit and the handies at \$46m apiece. By going for geared ships, the price tag rises by around \$16m to \$18m per ship, CSL said. **Source : Seatrade Asia**



The **EENDRACHT** seen from the **CHEVRON A12 CCP platform** - Photo : Rene Kamstra & Ruth Woning (c)

## Vinalines takes over 36 Vinashin vessels

Vietnamese shipping line Vinalines has taken control of 36 vessels from Vinashin, spending up to US\$26 million to repair and insure the vessels, as well as to pay crew. In July, it was reported that the shipbuilder, Vinashin, must hand over 13 shipyards, shipbuilding industrial parks and shipping lines to PetroVietnam and Vinalines according to a restructuring plan. The two state-owned companies will also absorb Vinashin's debts. Vinalines' temporary take-over of Vinashin's operations will last for two years during which it expects to receive government assistance for settling Vinashin's debts. **Source : Baird**



The **HEROIC** seen moored in Kaohsiung (Taiwan) – Photo : Sjaak Broere – Coral Rubrum (c)

ingenieursbureau  
**OESTERBAAI**

Asbestos Surveys conform IMO & SOLAS standards



*Engineering firm Oesterbaai is a certified company which is specialized in asbestos surveys, asbestos training and consultancy onboard ships, platforms and other offshore objects.*



*certified by Lloyd's for performing  
asbestos surveys and assessments  
according to Dutch Legislation*

**Oesterbaai** can issue an asbestos safe certificate for your ship to work in areas or countries which demands a certain certificate or other document which proves an asbestos safe ship. Asbestos surveys by Oesterbaai are according to Dutch Standard SC-540 and comply with IMO standards and strict European Laws regarding asbestos. A survey can be part of your HSE and/or Maintenance Plan!

If you would like to receive more information please contact us at +31 10 2088444 or via email at: [clemens@oesterbaai.nl](mailto:clemens@oesterbaai.nl)

ingenieursbureau Oesterbaai . Rotterdam . the Netherlands . [www.oesterbaai.nl](http://www.oesterbaai.nl)



The **JAN BLANKEN** seen at the Oude Maas yesterday – Photo : Piet Sinke (c)





The **MORNING CECILIE** seen at the Westerscheldt River - Photo : Ruud Timmermans (c)

## Tallinn Port posts a 15.9% gain, 21m tons in Jan-Jul.

Trade flows through Port of Tallinn (Estonia) in January-July 2010 amounted to 21,053,000 tons, up 15.9% from the seven months of 2009. Container throughput in the reporting period rose by 11.6%, to 87,953 TEUs, the Port Authority statistics said. In Jan-Jul., the volume of liquid cargo increased by 5.8% to 14,558.900 tons, bulk cargo throughput soared by 73.4% to 3,415,000 tons, Ro-Ro cargoes amounted to 1,981,100 tons (+31,8%), the Port Authority said. There were 4,208 calls at the port in Jan-Jul., a slight drop in the number of ships. Port of Tallinn is rated the third largest seaport, next to St. Petersburg and Primorsk, on the Baltic Sea. The Port comprises five so-called port zones: Muuga, Old City Harbor, Paljassaare, Paldiski South and Saaremaa. In 2009 freight traffic via Tallinn seaport totaled 31.597.000 tons. Source : PortNews



The **BB WORKER** and **BB SERVER** seen moored in Vlissingen – Photo : Herman de Kuijer ©

## OLDIE – FROM THE SHOEBOX



Seen in 1975 the **SVEA CORONA** – Photo : Coll Kees van Huisstede (c)

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



Iskes tugs **GINGER** seen moored in Ijmuiden – Photo : Piet Sinke (c)

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

## **UNSUBSCRIBE / UITSCHRIJF PROCEDURE**

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

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

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>