

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 252



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The EAGLE TUCSON seen off Malta – Photo : Anthony Chetcuti

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EVENTS, INCIDENTS & OPERATIONS

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The Autumn has started in the Siberian Baydaratskaya Bay (East of Nova Zembla) which is seen above with the TSHD **GEOPOTES 15** riding high.

Photo : Andre van Zomeren o/b Geopotes 15 (c)

'Graveyard for ship-breakers'

When the French aircraft carrier, **Clemenceau**, headed for Alang on the Gujarat coast for ship-breaking, with almost 27,000 tonnes of steel scrap and 40-50 tonnes of hazardous asbestos, many NGOs and activists protested against its beaching at Alang. The Supreme Court of India, in January 2006, had to intervene to stop its arrival in India. After being laid off at the French port Bret for two years, it was sent to the United Kingdom's ship-recycling centre, Hartlepool, under a special dispensation. But for the activists, Alang would have borne the brunt of the hazardous waste, causing irreparable damage to the coast and the health of the labourers employed there, mostly from Bihar and Orissa.

The Basel convention on the "control of transboundary movements of hazardous wastes and their disposal" lays emphasis, in its preamble, on awareness of the serious consequences of disposing waste material. In practice, however, the developing countries do not respect the spirit of the convention. Given this and the fact that ship-breaking is an area that is not properly understood, this book — published as part of the series, "Legal aspects of sustainable development" edited by David Freestone — is a welcome addition to the literature on the subject.

Puthucherril spells out the principles of the Basel convention, taking pains to draw relevant quotes from a wide range of sources on the consequence of hazardous waste disposal in all its varied aspects. In logically arranged chapters, the book discusses in depth the ship-breaking business, the limitations of a national response, the contemporary international law on ship-recycling and so on.

Ship-breaking, being an unregulated industry, naturally thrives in poor countries, where a huge mass of cheap labour is available. Since it contributes significantly to the local economy, the authorities tend to turn a Nelson's eye to the deleterious impact it has on the community at large and the human suffering it causes. As the author says, "the facilities are not only big cemeteries for dying ships; they are also a graveyard for the ship-breakers who toil hard to dismember them." The major issues involving the ship-breaking industry that affect sustainability have to do with environmental protection and occupational safety. Asbestos exposure can be lethal and, in ship-breaking, this is the biggest hazard. In the latest amendment to the International Convention for the Safety of Life at Sea (SOLAS), asbestos is prohibited as an insulating material on all new constructions from January 2011. But there are a large number of ships built earlier and waiting to be scrapped, and all of them will end up in yards like Alang. This has been discussed in detail. In the classic case of Blue Lady that was beached in Alang, the author makes many points with reference to the court order, especially the observations of Justice S.H. Kapadia, regarding the principle of proportionality. Quoting from various sources, he shows that there are limitations to regulating this industry.

While discussing contemporary law in different countries, it is explained how the shipping industry considers the Basel convention tools inappropriate to this business. It is pointed out that when the rules were framed under the United Nations Convention on the Law of the Sea (UNCLOS) — or the Law of the Sea, for short — ship-breaking was not an issue of international concern. In the chapter on "deciphering the ship-recycling convention", a subject that is most relevant to the present, the author provides a detailed analysis of the Convention (2009) and highlights the International Maritime Organization's (IMO) resolve to effectively address the ship-recycling issues in a legally binding instrument. He emphasises that its effectiveness will ultimately depend solely on the flag state administration and on the recycling states. The legal regime is examined in all its nuances in the concluding chapter, and the message is that the convention has merely provided a platform, and it is for the different players to work concertedly and make sustainable recycling of ships a matter of culture.

Puthucherril does look positively and in detail at India's attempts to regulate this industry in line with the international control regime. Testifying to his commitment to the subject are his concluding words: "Let the dead ships rest in peace and not torment the living..."

Source : SHIPBREAKING TO SUSTAINABLE SHIP RECYCLING: Tony George Puthucherril; Martinus Nijhoff Publishers, P.O. Box 9000, Leiden, The Netherlands.

ROTTERDAM BEATS ANTWERP



Last week Friday 3/9/2010, the Rotterdam and Antwerp water clerks practiced their annual football game. This year the game was held on the grounds of the Portugaalse Sports Association.



The stake of the contest was the cup which was left behind for the last two years in Rotterdam.

Photo's : Steven Oppeel - <http://www.stevo.be> ©

For the players and supporters from Antwerp there was so much at stake. After a pleasant match ending 4-4, the fate of the cup settled with penalty kicks. It turned out that Rotterdam was stronger and ended this with 4-1. Later that evening there was a barbecue and a party for everybody. Tired but satisfied the Antwerp team drove early morning back to Antwerp.

Maybe Antwerp will win the cup next year !



Research project looks at passenger ship evacuation procedures

Members of the university research team with some of the data collected from the trials

A research team led by the UK's Greenwich University has carried out a ground-breaking experiment in ship evacuation and safety procedures which it says could set the benchmark for future maritime law. The research team was made up of 11 members of the European Union, Framework 7 funded project Safeguard. The university's fire safety engineering group ran its unprecedented research project on board the Royal Caribbean international cruise ship **Jewel of the Seas**, in which more than 2,300 passengers took part in a 'live' assembly drill while at sea.

Passengers' response times once the evacuation alarm sounded were measured by about 100 video cameras - which included CCTV, fish-eye, digital and analog cameras - positioned by the research team. Passengers wore infra-red tracking tags throughout the half-hour exercise, which allowed researchers to locate each person's exact movements and reconstruct the paths people took as they made their way around the ship to the various assembly points on board. Head of the research team Prof Ed Galea, who is also director of the fire safety engineering group at Greenwich, said the experiment on board the Jewel of the Seas had created nothing less than a piece of maritime history. "This assembly trial was unique in several aspects, as we collected data from a large cruise ship, during a

virtually unannounced assembly drill and while we were actually at sea," he said. "The research measured realistic response times to the alarm, at a time when 2,300 passengers were spread over 12 decks. Although passengers had been told the day before that we would be doing a drill, they were largely unprepared - in their staterooms, in the bars, in the gym, in the shops, restaurants and elsewhere - as the alarm sounded.

"All of this represents a significant difference from a typical assembly trial, which is heavily announced beforehand, which takes place before the ship sails, and where many of the passengers are already at the assembly points simply waiting for the drill to begin." The exercise on board the Jewel of the Seas forms part of the three-year Safeguard project, funded by the EU to the tune of more than €3 million, which was set up to analyse ship evacuation procedures - in particular the length of time it takes passengers to respond to an alarm - and to improve current evacuation analysis practices.

The Safeguard project is researching evacuation on three types of passenger vessels, including ro-ro ferries with and without passenger cabins, and cruise ships, and involves nine partners from countries including the UK, France, Norway, Finland, Greece and Canada. The Safeguard partners include BMT Group, the University of Greenwich, Principia, Safety at Sea, Bureau Veritas and Marine Institute of Canada, as well as shipping lines Royal Caribbean International, ColorLine and Minoan Lines. Prof Galea added that the scale of the operation on board the Jewel of the Seas, which took place on 31 July, was vast. The exercise required nine months of planning, while at least six months will also be needed for frame-by-frame analysis of the video footage, to measure the reaction times of passengers as they made their way to assembly points. Questionnaires filled in by passengers on board at the time of the drill will also provide extra data for the researchers to analyse.

The team's intense preparation paid off, however, as nearly all passengers co-operated with the assembly drill and wore their tags throughout the exercise. "It was exhausting and exciting to organise this project on the [Jewel of the Seas](#), and the results will be far-reaching," Galea said. "Nothing on this scale is likely to be attempted again. The research conducted by the Safeguard team will help shape future maritime law and, ultimately, by informing the design of better and safer ships, will help save lives." Tracy Murrell, director maritime safety and compliance for Royal Caribbean Cruises, said: "We are extremely pleased with the success of the exercise onboard [Jewel of the Seas](#). The shipboard team embraced the spirit of the exercise and assisted in all aspects to ensure flawless execution. Royal Caribbean is proud to be part of the ongoing efforts to improve safety onboard passenger ships and looks forward to learning from the results of the project."

REQUEST TO THE READERS



Newsclippings reader [Henk Hensen](#) is looking for photos of all different kind of propulsions of ships, this to put them together in a digital photo frame for the National Sleepvaart Museum, if you have a digital photo of a propeller in a nozzle(s), fixed pitch propeller, Voith or other one and you like to share these with Henk, please send them to :

[**hhensen@kabelfoon.nl**](mailto:hhensen@kabelfoon.nl)



The **ACS DIAMOND** seen in the port of Santos – Photo : Gustavo Castro de Sousa ©

Fishing banned after Petaluma River oil spill

Crews pump out oil into tankers and steam clean a tug boat along the Petaluma river on Tuesday morning. The tug was being dismantled for scrap when it spilled hundreds of gallons of oil into the river on Monday. Fishing was banned Tuesday along a nearly 2-mile stretch of the Petaluma River following an oil spill from a 60-foot tug boat that was being dismantled in a remote cove along the waterway.

Also Tuesday, federal environmental health officials joined state wildlife investigators in an examination into the leakage of lubricating oil spill from the 90-ton vessel at it was being taken apart, apparently for scrap metal. Fish and

Game spokeswoman Alexia Retallack said the fishing ban, from where the river flows under Highway 101 to the Payran Bridge, is a preventative measure.



"We have closed the river to all angling from the shore or boat until further notice," she said. "This is a precautionary measure, something we do to be sure and safe." She said investigators have found no evidence of wildlife damage caused by the spill of an estimated 200 to 600 gallons of oil from the tug boat. "We haven't seen any wildlife affected. Crews are out checking the streams and coves," she said. The fishing ban will be evaluated as the investigation continues.

Environmental damage to the marshland and river shores was still being evaluated. Air monitors continue to show there is no hazardous exposure, she said. Boating is permitted, but officials ask that anyone passing the site slow so as to not create a wake that would disturb and potentially spread remaining oil.

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Fish and Game officials said the dismantling operation had been ongoing for about a week. The cove is a 175-foot inlet off an arm of the Petaluma River between Hopper Street and Petaluma Boulevard South, along which several industrial companies operate. The spill, which was reported by a nearby resident Monday morning, appears to have been contained to a two-mile stretch of river. Booms to prevent further spread of the oily sheen remained in place Tuesday at several points on the river, along with absorbent pads that soak up surface oil and booms that attract and absorb oil. "We haven't seen anything past those booms," said Retallack, the Fish and Game official. In addition, vacuum trucks sucked up several hundred gallons of fouled water from the cove, located on property of the former concrete cast company Pomeroy Corp.

The tug boat, which hadn't been operated for the past three years, was owned and being dismantled by an Alameda salvage company called ATOP TRC Inc., Retallack said. Phone and e-mail messages left for ATOP and an owner listed in online references to the company weren't returned Tuesday. Petaluma Fire Department Battalion Chief Jeff Holden said ATOP didn't have a required city permit to dismantle the rusting boat, about half of which remains at the site. It was unclear Tuesday whether ATOP had permission from the landowner to conduct such activity on the 100-acre plot that lies between the railroad tracks along Lakeville Road and the river.

"That's not been determined," Retallack said. "The how and why will help us determine who is responsible. The investigation will guide us." Christian Lind, a vice president of Jericho Products, a Petaluma-based tugboat, barging and dredging company on East D Street, said oil reached his land and vessels about 1,000 yards upriver. "The oil moved up river and did get on our property and our vessels," he said. "We want them to clean up the mess on our property and the entire river." He visited the cove Tuesday with an insurance representative trying to determine whom to contact from ATOP. Retallack said Fish and Game investigators expect to be at the site for at least another day or two. The result could be an administrative case or a more extensive criminal investigation.

To that end, the absorbent pads — similar to puppy house-training pads — will be retained as potential evidence of the amount of oil spilled, as will the gallons of water and oil sucked up by the vacuum trucks. "Our strategy is to get the vessel as clean as possible (of oil) and then get it out of there," she said.

Jurisdiction of the river, technically a slough that feeds into the San Pablo Bay, involves several agencies, including the U.S. Coast Guard, state and federal Environmental Protection Agencies and the state department of Fish and Game.

Source : Pressdemocrat



The **SMIT SCHELDE** seen assisting the **HYUNDAI GLOBAL** in Rotterdam - Photo : Dennis Meijer (c)

Grootste KTK-sleepboot onderweg naar huis

De nieuwste en grootste aanwinst van Kompania di Tou Kòrsou (KTK), de sleepboot 'Orca', is woensdagochtend om zes uur gestart aan de terugreis naar Curaçao. De hulp van de grootste sleepboot op het eiland werd ingeroepen nadat een containerschip vastliep op de zandbanken bij de kust van Honduras. De 'Orca' wist de klus in een uur te klaren nadat er meerdere pogingen door verschillende sleepboten uit de buurt waren ondernomen om het schip los te trekken.

KTK-directeur Marcelino 'Chonky' de Lannooy laat weten dat voor de klus een trekkracht van 70 ton benodigd was. Aan de Orca werden onlangs aanpassingen verricht door de bouwer van de sleepboot Damen Shipyards. Hierbij werden verschillende manoeuvres uitgevoerd om de meetkracht van de achterste lier te meten. De elektronische meetapparatuur op de brug gaf verkeerde metingen door. "De aanpassingen zijn gelukkig op tijd uitgevoerd waardoor we aan de oproep gehoor konden geven. De trekkracht van 70 ton was hier bijzonder van belang. De desbetreffende autoriteiten uit Honduras hadden in eerste instantie een oproep in de buurt gedaan. Nadat het containerschip zelfs niet door twee sleepboten tegelijkertijd kon worden losgetrokken, werden wij benaderd. De Orca vertrok acht dagen geleden en is nu inmiddels weer onderweg naar huis", aldus De Lannooy. De directeur laat weten dat er een grote storm verwacht wordt richting Cuba en dat de bemanning, van acht, van de Orca daar onder zal varen. "De terugroute leidt via de kust van Mexico richting Panama. Voordat de storm Cuba bereikt zal de bemanning alweer bijna thuis zijn. Op dit moment bevindt onze sleepboot de 'Lima' zich in Panama. Deze werd ingeroepen om bij twee klussen assistentie te verlenen in een haven van Panama. Verwacht wordt dat de Lima over een week terug naar Curaçao zal varen", aldus De Lannooy. De aanpassingen die verricht zijn aan de Orca vallen nog onder de garantie die geleverd wordt door Damen Shipyards. "Van de 43 benodigde aanpassingen, zijn er 36 inmiddels succesvol uitgevoerd. Men moet zich voorstellen dat zelfs een kapotte ruitenwisser hieronder valt. De grote zaken zijn in ieder geval opgelost", aldus de directeur van KTK. Bron : Amigoe

Beijing protests as Japan arrests China boat captain

Japan has arrested the captain of a Chinese fishing boat that collided with two Japanese coast guard boats near disputed islets in the East China Sea, causing anger in Beijing and reigniting territorial tensions. China's Foreign Ministry lodged a "strong protest" against the captain's arrest on Wednesday, with Assistant Foreign Minister Hu Zhengyue summoning Japan's ambassador for the second time in two days, Xinhua news agency said. Hu "demanded that the Japanese side immediately release the ship and crew members on board and guarantee their safety", Xinhua reported.

Tokyo has also lodged protests over the incident but Japan's top government spokesman called for calm. "Japan should not get too excited and should react calmly," Chief Cabinet Secretary Yoshito Sengoku told a news conference. A group of about 30 people carrying Chinese flags held a brief demonstration outside Japan's embassy in Beijing, demanding Japan "get out" of the islands, but they soon dispersed. China's Global Times, a popular tabloid run by the Communist Party, called in an editorial for both sides to act with extreme caution in handling the incident. "Japan has perhaps lit a fire which could ultimately seriously damage relations and even force a showdown," it wrote. Despite the ongoing spat over the islands and mutual mistrust about each others' military intentions, the two countries' ever-deepening economic ties mean their governments are keen to keep relations on an even keel.

China has been Japan's biggest trading partner since 2009. Bilateral trade reached 12.6 trillion yen (\$150.4 billion) in value in the first half of this year, an on-year jump of 34.5 percent, according to Japanese statistics. The incident took place near a group of East China Sea islets -- called Senkaku in Japan and Diaoyu in China -- over which Tokyo and Beijing as well as Taiwan claim sovereignty. No one, including 30 Chinese crew on the fishing boat, was injured, a spokesman at Japan's coast guard said. The captain of the Chinese boat has been transported to the southern Japanese island of Ishigaki for questioning, he added. It was not clear where the other crew members were being held. On Tuesday, Chinese Foreign Ministry spokeswoman Jiang Yu reiterated that the Diaoyu islands belong to China, adding that China "reserved the right to take further action" over the fishing boat incident.

Tokyo has urged China to strengthen supervision of its fishing boats to avoid a recurrence of the incident. Chan Liutak, the Hong Kong head of a committee to "defend" the islands, said they would try to hire a trawler in Taiwan this weekend to sail there, though the owners of previous vessels were fined heavily or stripped of their licenses.

Bulker **Khalijia** blamed for Mumbai collision

The bulker **Khalijia** has been found largely responsible for the collision with the **MSC Chitra** in Mumbai harbour that resulted in an 800 tonnes oil spill and hundreds of containers being lost overboard. According to local reports India's Director General of Shipping found the **Khalijia** had entered the channel at the wrong time at the wrong angle. The master of the **Khalijia** was found to have only contacted the captain of the **MSC Chitra** two minutes before the collision occurred. The port's vessels traffic monitoring system was also found to be wanting. The incident happening just under a month ago and the inquiry findings lay the ground for compensation claims against the **Khalijia**.

Source : Seatrade Asia

Pirates Rob Japanese Ship in Riau Waters

A Japanese tanker has been attacked by armed pirates off an Indonesian island, the latest in a spate of incidents in a South China Sea shipping lane, a global maritime watchdog said Monday. Noel Choong, head of the International Maritime Bureau Piracy Reporting Centre, said a Japanese-owned chemical tanker was travelling from Singapore to China when it was targeted off Indonesia's Mangkai island in the Riau Islands province.

"The 3:00 a.m. attack on Sunday saw the pirates board the tanker and rob the 23 crew members onboard before escaping," he said, adding that it was the 27th incident in the region since February. The pirates were armed with knives and steel rods but none of the crew members were hurt.

"We have informed the Indonesian authorities and we have also alerted ships in the area to take anti-piracy measures, as these pirates normally abort attacks once they are spotted," he said. The island of Mangkai lies on a busy sea passage running along the east coast of the Malaysian peninsula. It is a major route for ships heading between East Asian nations and the Pacific Ocean. Choong said there was growing concern over piracy in the area. "This is the second serious escalation of piracy attacks in the area, after the first in June. Ships have been attacked every other day for the past 20 days," he said. In June, the IMB issued a piracy warning to ships in the South China Sea after a sharp increase in attacks off the islands of Mangkai, Anambas and Natuna. The number of attacks dropped after increased patrols by the Indonesian navy, but has risen since. Source : Jakarta Post

Goa ordered to remove wrecked ship from tourist beach

An Indian court on Wednesday gave the government in the resort state of Goa two months to begin removing the rusting hulk of a ship that ran aground on a popular tourist beach a decade ago. Two judges at the Goa bench of the Bombay High Court told the authorities they had until June to tow away the **MV River Princess**, which hit the coast of north Goa during storms in 2000.

The giant iron ore carrier, grounded just off Calangute beach, has become a familiar sight to the tens of thousands of tourists who flock to the former Portuguese colony's white sands every year. Local people frustrated by previous failed attempts to remove the ship filed a petition to the court demanding its removal, expressing concern about potential damage to the coastline, marine life and tourism. Sand and silt that has accumulated in the holed ship over the years has created an artificial sandbank, diverting tides and affecting currents, while corroded metal has been found on the shoreline, campaigners say. The judges said they took into account a report from India's Ministry of Earth Science, which said further delays in salvaging the vessel would weaken its structure and its presence had led to an "immense ecological imbalance". The state government in the capital Panaji, which has taken over ownership of the ship, had started a tendering process and a salvage contractor would be announced next week, advocate general Subodh Kantak said.

GLORIA VISITED WILLEMSTAD (CURACAO)



The Colombian Navy Training Ship **A.R.C. GLORIA** visited last week the port of Willemstad (Curacao)
Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)



Torres as its commander, to acquire a Sailing-Vessel-type three-masted Barque, for the purpose of using it as the Training Ship of the Colombian Navy.

The history of the sailing ship **ARC Gloria** begins in 1966, when the Colombian Government, by means of Decree Number 111, authorized the National Navy, with Vice Admiral Orlando Lemaitre



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It is said that at that time, in many meetings at work or in social events with the military leadership, the favourite topic of Admiral Lemaitre was always the need for a Training Ship. His enthusiasm and clear ideas encouraged General Gabriel Rebaiz Pizarro, the Colombian Defense Minister at the time, to support the project by taking a napkin and writing on it, "worth one sailboat," and signing it.

After this strange "pact," a formal contract was signed with the Spanish Naval Construction Company of Bilbao on 6 October 1966, and began to be fulfilled in April 1967.

On 7 September 1968, with the vessel moored at the wharf of Deusto Channel, official acts for the official ceremony of the National Ensign were carried out on the ship. Last week the vessel was visiting Willemstad (Curacao), invited by the **Curacao Sail Foundation** it was the fourth windjammer/tallship this year to visit Willemstad and the ship will visit Curacao again from September 28, for a three-day visit.



Above seen on the left the commanding officer, **Guillermo Laverde-Rendon** together with the Colombian consul and two members of the **Curacao Sail Foundation**

All above photo's made onboard : Els Kroon ©

The organization announced that the training ship of the Colombian Navy was one of the three ships, which participated in the 500-year anniversary in Curacao during 1999 celebrations. "The visiting of the tall ships has everything to do with the location of Curacao, the port and the excellent programs which are offered to them and their colleagues. The tall ships, who are invited, are large three-and four masters of the naval forces of various countries. On this tallships officers would-be are practical trained during their senior year. The '**Gloria**' has a crew of 150 people.



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Above seen the 1957 built salvage tug **CLYDE** of which in 1973 she was renamed **SMIT SALVOR**; **CLYDE** again in 1978; **MATSAS SALVOR** in 1978 flying a GRC flag; in 1990 she was laid up in Perama, Greece and later renamed **SEAWOLFE**. In 2002 she underwent a full conversion into a yacht and in 2004 she was renamed **SEAWOLFE C**; in 2006 she was spotted as **DOLCE FAR NIENTE** and now she's the **SEAWOLF** flying a MHL flag of which she entered Grand Harbour, Malta for the first time yesterday Wednesday 8th September, 2010.

Photo : Darren Scicluna - www.maltashipphotos.com ©

Griend brengt Seabear naar binnen.

Dinsdag 7 september om 18.34 uur werd de bemanning van de **Griend** van KNRM station Ouddorp binnen, door het Kustwacht Centrum gealarmeerd voor een bootje met motorstoring in de Geul van Herkingen op de Grevelingen.

Met de reddingboot **Griend** werd ter plaatse gegaan. Bij de haveningang van Herkingen werd het bootje **Seabear** met 3 personen aan boord aangetroffen. Het werd op sleep genomen en afgeleverd in de thuishaven Battenoord. Na gegevens te hebben opgenomen en doorgegeven keerde de reddingboot terug naar station.



The **DOLE AFRICA** seen passing Bath at the Westerscheldt River

Photo : Steven Oppeel - <http://www.stevo.be> ©

Foreign ship's crew arrested

A ship has been arrested in Saldanha because its owners allegedly owe creditors more than R430m. While lawyers wrangle over the legal details, the Cape Santa Milagria, a bulk carrier registered in Tuvalu, is anchored off Sea Point with a skeleton crew of 27 people.

The captain, who spoke to the Cape Times in a telephone interview, said they had been told to wait offshore until further notice. "We are under arrest. There are 27 people aboard. We're just waiting for orders. We don't have any orders yet. We are fine," he said in a thick accent. The **Cape Santa Milagria**, owned by a British company, was arrested in Saldanha 12 days ago and then moved to Cape Town.

Attorney Matt Ash, appointed by the ship's owners, declined to comment. Edmund Greiner, also acting for the owners, said he could not speak to the media until getting instructions from his London-based client.

Cassiem Augustus, representative of the International Transport Federation in Cape Town, said the ship had been arrested because it owed creditors at least \$60m. The arrest of the ship also led to the arrests of five Indian nationals, who had flown to Cape Town as replacement crew, and an urgent midnight court case to get them freed.

Augustus said that, while everyone was focusing on the money issue, focus should also be placed on the well-being of those aboard the vessel and on how the replacement crew members had been treated.

Alan Goldberg, a shipping attorney of Rose Street Chambers, representing the ship's replacement crew, said at the end of last month the five men from India had arrived in Cape Town as relief crew. According to court papers, the five had refused to board the vessel after hearing it had been arrested. A Home Affairs official told them they could stay in Cape Town to make arrangements to return home. It was agreed the five would stay in a hotel in Cape Town until their flight back to India, scheduled for last Saturday.

Goldberg said on Friday evening, the day before their flight, the five had gone to fetch their passports at Customs House. However, the immigration officer said he had not heard of any plans to have them housed in Cape Town, and had them arrested and locked up in the Sea Point police station's holding cells at about 11pm. An urgent application was then lodged in the Western Cape High Court where procedures started at 4am.

After hearing evidence, Judge Vincent Saldanha ordered the five crew members be released from the holding cells and that the immigration department pay the legal costs of the application. Goldberg said the crew was released from the cells at 5.30am, with only just enough time to get their passports and get to the airport in time for their flight

Source : iol.co.za



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Weak demand may pressure tanker rates

Big discounts in freight rates offer arbitrage opportunities for Asian importers

Freight rates for dirty tankers to Asia are expected to trade near this year's lows with a lull in traffic due to weak seasonal demand, traders said yesterday. Rates for tankers carrying fuel products were also seen coming under pressure after climbing to near three-month highs last week.

Rates for 260,000-tonne crude and fuel oil tankers from West Africa to China steadied at W53.05 on Monday from W53 last week, within striking distance of the 2010 low of W50 reached in early August. 'VLCC rates look bad on weakening demand for crude, which is typical for summer months,' said a Singapore-based shipbroker.

Dirty tanker rates for 80,000-tonne vessels to Japan from Indonesia slipped to a near six-month low of W94, down from W95 last week. The world's benchmark VLCC export route from the Middle East to Japan traded at W48.85 on Monday, up slightly from W48.84 last week. Large discounts in freight rates have created arbitrage opportunities for some Asian crude importers. Reliance Industries, operator of the world's largest refining complex, bought around three million barrels of spot Brazilian crude to arrive in India in the next two months. Rates for Medium Range tankers carrying gasoline, diesel and other fuel products from Singapore to Japan tumbled to a one-month low of W145.5 on Monday, down from W154.36 last week.

'I doubt TC4 (Singapore to Japan route) will rise in the next few days,' a Singapore-based shipbroker said. 'They have been coming off for the last few days due to the same old reason of oversupplies.' Clean tankers travelling to Eastern Australia from Singapore stood at W232, down from W248 last week.

A trader said the number of unchartered Long Range clean tankers in the Middle East were expected to rise from 18 this week to as many as 40 by the end of the month. Gas oil demand remains lacklustre, with Pakistan trimming its term diesel imports due to ample stockpiles in the wake of the country's devastating floods, while Indian refiners have stayed on the sidelines or bought meagre volumes in recent weeks due to lower consumption during the monsoon season. Only Indonesia has been importing. **Source : Reuters**



The **AKTEA** seen moored in Rotterdam-Europoort – **Photo : Robert Smith ©**

Not quite plain sailing in the near term

Marine insurers gloomy about rates as well as market prospects

TWO press releases attracted my attention this week. One brought encouraging news, the other was gloomier.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 252

First, the good news. London's Baltic Exchange has started reporting and publishing a selection of its existing dry supramax bulk carrier routes during the Asian working day. Last week, it began publishing the Baltic Exchange Supramax - Asia (BESA) at 1500 (Singapore time).

The Baltic already reports on four tanker routes and three Time Charter Equivalents during the Asian day but this latest move is a welcome acknowledgement of the increasing importance of Asia in the global shipping markets.

The Asian routes are being reported on by a new panel of Asian shipbrokers and coordinated from the Baltic's Singapore office. It says it has increased its resources in Singapore to provide the new service. Announcing the move, Baltic Exchange chief executive Jeremy Penn said: 'We are determined to be effective in serving our members in Asia, and this is an important step which recognises the reshaping of the global shipping market in recent years.'

Whether the actual figures reported by the Baltic will be so positive over the coming year or so is more debatable.

If you want to look at the shipping industry through rose-tinted glasses, don't get talking to anybody in the marine insurance business. If, however, you need a sober, cautious view of the industry's prospects, you should pay attention to next week's International Union of Marine Insurance (IUMI) annual conference in Zurich. Back in January, IUMI predicted that if a general recovery in the shipping industry did materialise this year, it would be slow and painful; now, the insurers' body can't allow itself to be even that optimistic.

When the 500-plus marine underwriters meet, they may well be asking if the recovery has not stalled altogether, IUMI says. IUMI notes in a lengthy statement on the health of the shipping markets that 'as the world economy struggles to recover from the worst recession in living memory, the threat of a 'double- dip' situation has re-emerged'.

Against this downbeat prognosis, the shipping industry presents something of a conundrum, according to IUMI. Container trades are in recovery mode, but other major freight markets are again looking fragile as reduced cargo flows coincide with a huge influx of new vessels coming from shipyards. Of particular relevance to Baltic supramax routes, IUMI points out that demand for commodities in China has softened significantly, dragging down both charter and spot rates. It also says there have been reports of Chinese-controlled vessels being temporarily laid up. 'Overall,' cautions IUMI, 'there are indications that China's economy is cooling.'

IUMI president Deirdre Littlefield says: 'Despite the increase in capacity due to the influx of new tonnage - much of which was ordered when owners were riding the boom - paradoxically there are still newbuild orders being placed, especially by Greek owners. Yet many owners need urgently to refinance a considerable amount of debt, so the future for some operators is a hard one to call.'

Ms Littlefield acknowledges the recovery in the container trades but even there, the massive increase in tonnage coming into service must be a major worry, slow steaming notwithstanding. The insurers are surely right though in questioning the basis for optimism in the dry bulk sector.

It is true that shipyards are offering bargain prices and that those Greek owners (and others) are largely ordering because they built up substantial war chests from shrewd selling of tonnage when the market was at its peak. Those orders are being made by people who know what they are doing. There are other orders, especially associated with the growth of the Chinese fleet that are less easy to fathom.

So are there any crumbs of comfort for the shipping industry from IUMI? Well, yes; in a strange sort of way, there are.

IUMI is at least as gloomy about the prospects for marine insurance as for the shipping markets themselves. It predicts continued flat insurance rates. That could be a thin silver lining for hard-pressed bulker owners.

Source : Shippingtimes.sg

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CASUALTY REPORTING



Forklift and its driver plunge into harbour

A FORKLIFT and driver plunged into Newcastle Harbour (Australia) when passengers were disembarking from the P&O Cruises luxury liner **Pacific Sun** at Dyke Point. Ambulance officers were called to the scene at 6.55am to rescue the 33-year-old driver who was taken to hospital and is understood to be in a stable condition. The accident happened during unloading operations but no passenger baggage was lost into the water. Newcastle Port Corporation spokesman Keith Powell said investigations into how the incident occurred were on-going. **Source : Garry Luxton**

NAVY NEWS

HMAS Melbourne commences operations in the Gulf

The first of the newly upgraded Adelaide Class Guided Missile Frigates (FFG), **HMAS Melbourne**, has commenced maritime security operations in the Middle East, replacing the ANZAC Class Frigate (FFH) **HMAS Parramatta**.

HMAS Melbourne, now under the command of Commander Michael Harris, with an embarked Ship's Company of 230, returns to the Middle East following previous missions in 2002 and 2004. She now boasts new missile and torpedo systems as part of the extensive capability enhancements provided by the FFG upgrade project.

Chief of Joint Operations, Lieutenant General Mark Evans, said that the men and women of the Royal Australian Navy provide essential naval support to coalition maritime security operations and the international effort to counter terrorism and piracy in the region.

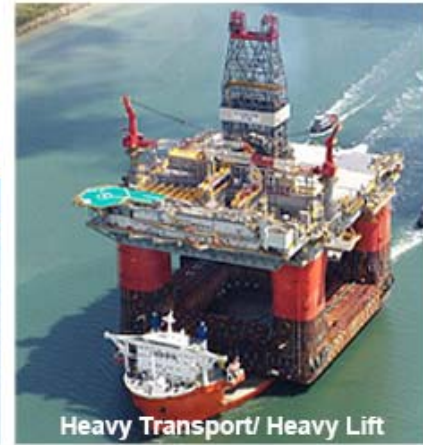
"The work that our Navy people do is vital in strengthening maritime security in the Gulf of Aden and the environment around the Horn of Africa, and I have no doubt that the ship's company of HMAS Melbourne will rise to the challenge and continue the good work already completed by [HMAS Parramatta](#)," Lieutenant General Evans said.

Parramatta, commanded by Commander Heath Robertson, completed a successful six month rotation of maritime security operations and will return to her home base in Sydney next week. [Melbourne's](#) Operation SLIPPER deployment is the 24th to the Middle East Area of Operations undertaken by a ship of the Australian Navy.



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Hearing in deadly CG crash enters day 2

More witnesses were expected to testify Wednesday as a military-style preliminary hearing entered a second day for three Coast Guard officers charged in a December boat crash that killed an 8-year-old boy. David Endert, the first witness to testify Tuesday, said that he thought the Coast Guard boat was traveling too fast when it struck another vessel in San Diego Bay.

"When I first saw it, I said to my wife under my breath, 'That guy's going to kill somebody,'" Endert said of the Coast Guard vessel. Endert said he and his family were onboard a friend's boat during the San Diego Bay Parade of Lights boat parade when he spotted the Coast Guard boat about 150 feet away traveling about 35 mph. Other boats were moving at just 2 or 3 mph, he said.

Endert, of Upland, Calif., said the Coast Guard boat was on top of DeWeese's boat for about "15 to 20 seconds" after the collision. A woman could then be heard screaming and saying she couldn't find her son, he said.

Tears soon streamed down the face of Anthony's mother, Caroline DeWeese, during Endert's recollection. Petty Officers Paul Ramos, Ian Howell and Brittany Rasmussen face each criminal charges in the case. Ramos, the boat's coxswain, faces the most serious charge, involuntary manslaughter, punishable by up to 10 years in prison. Howell and Rasmussen are each charged with negligent homicide and could spend up to three years in prison.

The three defendants sat mostly without expression during Endert's nearly hour-long testimony. Earlier Tuesday, attorneys for the defendants argued that each should receive a separate hearing. Government lawyers want to try the three together.

The defense teams also said the hearing should be moved to San Diego to make it easier for witnesses to attend. About 20 witnesses are expected to testify either in person or by phone. The hearing at the Coast Guard district headquarters in Alameda — just across the bay from San Francisco — is scheduled to last through Friday. Rear Adm. Joseph Castillo, the Coast Guard district commander, will decide whether the defendants should be court-martialed.

A preliminary hearing for Petty Officer Lavelle Teague, a fourth officer charged in the crash who is facing lesser charges, has been postponed.



The Indonesian Coast Guard patrol vessel **P 203 CELURIT** seen departing from Tj Priok port – Photo : Piet Sinke ©

SHIPYARD NEWS

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53,000 tonne ship launched

The Company successfully launched the 53,000 tonne cargo ship '**Red Diamond**' on September 6. This is the seventh ship built under a contract signed between the company and the UK's Graig Investment Group. **Red Diamond** is a state-of-the-art ship that will specialise in transporting bulk goods. It is 190 metres long, 32.26 metres wide with 17.5 metres of freeboard height. It has five cargo holds and four cranes with a lifting capacity of 36 tonnes each, and will sail at a maximum speed of 14 nautical miles per hour. It was designed by Denmark's CarlBro firm and supervised by DNV Register of Norway. Source: Nhan Dan Online

ROUTE, PORTS & SERVICES

Dredging issues may delay Vallarpadam commissioning

The ICTT needs a draught of 14.5 metres to handle mother vessels currently calls the transshipment hubs in the region.

The inordinate delay in completing the capital dredging work for the Vallarpadam ICTT project may lead to the postponement of the soft launch of the project's operations scheduled for later this month by the terminal operator DP

World. Informed sources in the port told Business Line that the terminal operator had made it clear to the port that there is no question of shifting its operations to Vallarpadam from the existing Rajiv Gandhi Container Terminal until the 14.5 metres draught is achieved in the ICTT berth basins.

DP World had already erected four Super Panamax quay cranes and the final stages of construction work are going on according to schedule. Besides, 11 Rubber Tyred Gantry cranes are waiting in the terminal yard for getting installed.

However, the delay in completing the capital dredging work even after the extended period has become a matter of concern for the terminal operator to commence operations of the ICTT in the set time frame, the sources said.

It may be recalled that the Shipping Minister had informed the Lok Sabha that the first phase of ICTT project would be ready by October, based on the inputs provided by the Shipping Secretary, who issued orders for the completion of all dredging work by September. According to sources, the capital dredging work to provide 14.5 metres draught at the ICTT berth basins had to be completed before January 31.

However, the Port Trust Board had granted the dredging company Jaisu Shipping an extension till April 30 on condition that the entire compensation due would be claimed in the event of non-performance by extended date of April 30. The dredging company had not completed the work even after the expiry of the extended period.

Considering the slow pace in work, it is now almost sure that the commissioning of the terminal is likely to be delayed further. The ICTT needs a draught of 14.5 metres to handle mother vessels currently calls the transshipment hubs in the region. The dredging in the channel to 14.5 metres will require a minimum 300,000 cubic metres of silt to be dredged, which is reported to be difficult to complete in a month's time. The sources cited the instance of port having taken close to two months to achieve 10 metres of draught in the ICTT basins to offload the cranes for the terminal in August. It is pointed out that the Cochin Port Employees Organisation, one of the trade unions in the port, had even asked the port management to invoke compensation clause against the dredging contractor and recover the amount for the non-performance on account of the delay in completing the work.

According to the licence agreement, the port is contractually bound to provide the required draught of 14.5 metres and width for the entire ship channel for safe navigation **Source : The Hindu**



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BW Offshore settles FPSO case

NORWAY'S BW Offshore said it will receive \$32.5M as settlement in the case of a scuppered Australian FPSO project. The cash payment will be paid to BW Offshore and entered into the company's books in 3Q10.

The court case started after ROC – developer of the Basker Manta Gummy project – scrapped a letter of intent to supply an FPSO for the oil field in December 2008. After the letter of intent was cancelled, ROC continued operations at the field using the FPSO Crystal Ocean. In July, BW Offshore finalised a 10-year contract to supply a gas FPSO to an Indonesian field. NORWAY'S BW Offshore today said it will receive \$32.5M as settlement in the case of a scuppered Australian FPSO project. **Source : Fairplay 24**



Above seen the TSHD **OSTSEE** operating on the Sint Lawrence Seaway Canada - Photo : Crew Ostsee (c)

Singapore may offer LNG storage tanks for trade

Singapore could lease out storage for trade at its upcoming liquefied natural gas (LNG) import terminal if demand in the city-state fails to absorb capacity for incoming shipments, a top energy official said on Tuesday. Singapore is building a \$1.05 billion import facility for LNG, which is gas chilled to its liquid form, to help meet rising demand for the fuel from power and industry. Neighbours Malaysia and Indonesia supply Singapore with gas, but have no capacity to boost exports.

The first phase of the new facility was on track for completion in early 2013, said Lawrence Wong, chief executive of Singapore's Energy Market Authority (EMA). This would give the city-state capacity to import around 3.5 million tonnes per year (tpy) of LNG, while future expansion could boost the capacity to as much as 9 million tpy. Most of the gas imported in the first phase was likely to go to local power plants and industry, leaving little room for trade, Wong told reporters at a news conference. But future capacity could be used for trade, imports, or both, Wong said. "We could build more LNG tanks for trade if it is commercially viable," Wong said. Companies interested in trading out of the storage had approached the EMA for talks, he added. The storage could be used to break up large tankers of LNG into smaller cargoes for delivery into nearby markets, or the tanks could be used by companies that buy gas during periods of weak demand to sell out during peak periods, Wong said.

LNG imports in the first phase of the project would boost Singapore's gas supply to around 9 million tpy from the 6 million tpy it imports through pipelines, Wong said. BG Group won a 20-year deal to supply 3 million tpy of LNG into Singapore in April. So far, it has found buyers for around 1.5 million tpy of gas in the power sector and was in talks with potential customers for the rest, Wong said. New petrochemical plants and oil majors were among the potential clients, he added. Once Singapore had seen the strength of demand, it would decide on when and how to expand the facility, he said. We are quite optimistic that BG will be able to sell its full franchise of 3 million tonnes quite soon. It is in the midst of talking to various customers now," Wong said. "If the indication of the final take-up of gas is more than

2 million tpy, we will start thinking about bringing in a new supplier. We hope to have a clearer indication by the end of the year."

The LNG was likely to be more expensive than gas imported through pipelines, he said. Still, LNG buyers may also be able to take advantage of moments of weakness in the international spot market to buy cheaply, he added.

The government had yet to decide whether it would need to bring in a ship capable of importing LNG and heating it into gas as a temporary measure to meet demand before the new onshore terminal is completed, Wong said. The LNG import terminal would have technical capacity to import 3.5 million tpy, but actual imports would likely be closer to 3 million tpy, Wong said. Singapore was also still studying the possibility of developing nuclear power in the future, he added. The government had yet to decide if nuclear power was an appropriate energy source for the city-state, but solar appeared to be the most promising among the low carbon and renewable energy options. **Source: Reuters**

Bulk Carrier "E.R. Bayern" is 7,000th ship with GL Class

Germanischer Lloyd (GL) has reached another milestone in its continuous growth strategy. 7,000 vessels with 90 million gross tonnages (GT) are currently under the regular technical supervision of GL. The ship crossing the 7,000 ships yardstick is the capesize bulk carrier "**E.R. Bayern**" of German owner E.R. Schiffahrt.



"This is a milestone in the history of GL," said Dr Hermann J. Klein, Member of GL's Executive Board, at the SMM today. "In only three years GL's fleet has grown by 20 million GT." The 93.186 GT capesize bulk carrier "**E.R. Bayern**" was built by Hyundai Heavy Industries in South Korea. The 292-metre long, 45-metre wide ship flies the Liberian Flag.

Since its founding in the year 1867, GL has experienced several phases of strong growth. When the first ship classification register was published in October 1868, it counted 272 sailing ships of wood and one of steel. Only five years later, the GL Register reflected 1,870 ships sailing under 19 different flags. In 1914, there were 2,922 ships with 5,503,923 gross register tonnes (GRT) in class. However, the world economic crisis and the

First and Second World War took their toll. It was only at the beginning of the sixties that the Register again listed more ships than in 1914.

The expansion of the merchant fleet and the introduction of computer technology in shipbuilding led to a continuous rise in the fleet under attendance. At the 125 year jubilee of the classification society in 1992, there were 4,200 seagoing ships with 18 million GT in class. In 2005, GL attended to the safety of over 5,730 vessels with 50 million GT. Two years later GL's fleet in service counted 70 million GT. **Source : Germanischer Lloyd Group**

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The **MEIN SHIFF** seen in Antwerp – Photo : Peter Roggeband ©

Rolls-Royce to open new repair and maintenance facility in Hamburg

Rolls-Royce continues the expansion of its global marine services network with the ground-breaking for a new facility in Hamburg, Germany. The company's global marine services network is dedicated to helping customers maximise the operational capability of their vessels and manage their costs most effectively.

The network now includes facilities in 29 countries and employs thousands of support staff, engineers and technicians around the world. The site will be home to a 2,000 square metre Marine Service Centre providing repair and overhaul expertise to German customers.

Rolls-Royce will invest Euros 6 million in the new centre, which will employ up to 70 people when fully operational.

The new site benefits from being located within one of Europe's busiest commercial ports. Commenting at the ground-breaking ceremony held today, Bernd Wittorf, Country Manager, Rolls-Royce Marine Deutschland GmbH, said: "Germany is a key market for marine activities and Hamburg is at the heart of its marine cluster."

"This is the first step towards establishing a world-class facility for our German-based operations. The new service centre in Hamburg will strengthen our repair and overhaul services to customers in one of the world's largest shipping markets. We would like to thank both the Hamburg Port Authority (HPA) and the Government of the State of Hamburg for the good collaboration."

Expected to open in 2011, the facility will feature specialist machining capability and provide a range of repair services, including in-house winch repairs, propeller blade polishing, and root machining. It will also have extensive overhaul capacity enabling routine work to be carried out on tunnel thrusters, steering gears, low pressure hydraulic motors, and hydraulic control valves and pumps. The facility will also integrate the design and production of the Rolls-Royce range of Interling tank stabilisation equipment. The new Hamburg service centre will replace the existing marine offices and workshops located at Hamburg Freeport Area and the northern suburbs of Hamburg. **Source : Offshore Shipping Online**



Unexpected the **BALMORAL** arrived yesterday morning at the cruise terminal in Rotterdam, the passengerliner enroute Dover decided to visit Rotterdam instead in view of the bad weather in the English Channel

Photo : Frits Janse ©

BENELUX RESTRUCTURE FOR INCHCAPE SHIPPING SERVICES

Inchcape Shipping Services is exploiting synergies between their operations in Belgium and Holland by unifying the management team. Patrick Van Huffelen will take over as General Manager Benelux responsible for the company's Marine Services whilst Ron Meuldijk, reporting to Van Huffelen, is appointed General Manager, Commercial for Benelux, both appointments effective 1 September.

Under the new arrangement ISS Belgium and ISS Holland will otherwise remain as they are in terms of staff and organisation. ISS subsidiary Vessel Support Services will come under Meuldijk's remit.

ISS has offices in Antwerp, Zeebrugge, Rotterdam and Amsterdam, providing full coverage of all ports in the two countries. "Our businesses in Belgium and the Netherlands operate in very similar markets and share many costumers and work practices," said Senior Vice President, Europe, Lars Rosenkrands. "And there is a long track record of cooperation between the ISS offices in each country, not least in leveraging client relationships between the two entities.

"We expect this new unified management structure to facilitate the sharing of best practice in our service delivery and ensure the continued improvement of our business processes as well as the accelerated growth of new business."

NEW BOARD OF DIRECTORS SMIT FORMED



In connection with the **SMIT-Boskalis** merger, it was decided to establish a new SMIT board of Directors. The future Board of Directors will consist of four members and replaces the Management Board as well as the Stratcom.

FRANK VERHOEVEN will be the chairman of the Board of Director, Frank joined Boskalis in 1976 and is at present also member of the Boskalis Group Board of directors.

LOEK KULLBERG will hold the position of Managing Director Harbour Towage & Terminals, Loek joined SMIT in September 2004 and already held the position of Managing Director Harbour Towage & Terminals

GERARD KESER has assumed the position of Managing Director Salvage, Transport & Heavy Lift, Gerard joined SMIT in May 2002 and was recently appointed Director Transport & Heavy Lift

HARRY HILLHORST has joined the Board as Director Finance, Harry joined SMIT in September 2001 and has held various finance positions within the company

With the establishment of this new board of directors, Ben Vree will step down as SMIT CEO and will hand over all managerial and operational tasks to the newly formed Board of Directors, Ben will continue to be involved with the Boskalis-SMIT integration process until the end of the year. He will furthermore focus on the relationships with joint venture partners and the hand-over of his tasks and current projects. **Source : Royal Boskalis Westminster**

UASC celebrates breakthrough at Hamburg terminal

EUROGATE Container Terminal in Hamburg handled its 33,333,333rd standard container (TEU) last month, thanks to United Arab Shipping Company (UASC). The jubilee container came from UASC and was loaded onto the container ship AL SAFAT, which is employed between Asia, Europe and the Middle East.

"33,333,333 containers – that's an impressive figure that we could never have imagined back in 1970. In the meantime, EUROGATE Container Terminal Hamburg has grown into a modern, technically efficient terminal capable of handling the world's mega container vessels," said Thomas Eckelmann, chairman of the EUROGATE Group Management Board. "Our customers are important to us and we strive to continually improve to enable us to offer them maximum productivity. After all, we're already working towards the 44,444,444 mark. We are especially pleased to be celebrating this achievement with our long-standing customer UASC." UASC has been a customer at EUROGATE Container Terminal Hamburg for 11 years. The first UASC ship, the Al SABAHIA, docked at the terminal in April 1999. Since then, EUROGATE has handled 1.5 million TEUs for the shipping line.

"UASC is also pleased to honour such a momentous celebration with its partner EUROGATE and Siemens whose container it is that will be the magical 33,333,333 box," said Günter Kuhberg, managing director of UASC (NWE).

"United Arab Shipping has a long tradition of serving the port of Hamburg and we are pleased that one of our latest generation A7 fleet the Al Safat has the privilege of carrying that special container. UASC are already looking forward to surpassing the next milestone of 44,444,444 in the not too distant future." **Source: Arabian Supply Chain**



Above seen the arrival of Intertug's new acquisition, the Damen built ASD 2810 "Frey" in Cartagena, after her maiden voyage of 34 days out of Galatz executed by **REDWISE** ship delivery

Photo : Kees van den Borne ©

Hidrovia waterway to be dredged

The Buenos Aires Herald reports that the Argentine government moved ahead last week with the project to dredge and buoy the Paraná River up to its confluence with the Paraguay River, a stretch of some 650 kilometres.

The project, long demanded by the northern provinces that border the river, as well as by shipping companies, will require an investment of US\$112.5 million and will take the depth of the navigable channel to 12ft, and 10ft on the Paraguay River up to Asunción, while the depth of the channel between Santa Fe and the port of San Martín, downriver, will be taken to 28ft by the end of 2011 and to 32ft at a later stage.

The announcement was made in Government House last Tuesday by President Cristina Fernández de Kirchner, accompanied by Federal Planning Minister Julio De Vido, Economy Minister Amado Boudou and Interior Minister Florencio Randazzo.

The agreement, which also contemplates the renegotiation of the current contract held by Hidrovia SA as well as tax issues, was signed with Hidrovia SA, a partnership between the local Emepa Group and Belgian company Jan de Nul.

Source : Dredging News Online



Fairstars **FJORD** seen enroute the Halfdan B field to be discharged by Heerema's **THIALF**

Photo : Flying Focus ©

ASCO Group wins £40 million worth of contracts

ASCO Group's Norway operation has been awarded contracts to supply integrated logistics services to Oil majors BP and Talisman Energy. The combined contracts are worth an estimated £40 million (Nkr 400 million) over a five-year period. The contracts include the supply of logistics services and personnel, including offshore containers, transport and forwarding services and waste management. The announcement comes just weeks after the Group announced they had been awarded logistics contracts by BP and TAQA in the UK, totalling £30 million.

ASCO's Managing Director of Northern Europe Runar Hatletvedt said: "Both BP and Talisman are very important customers to us and we are delighted they have shown confidence in us by awarding these contracts. As well as securing 50 to 60 jobs, this also provides the basis for possible future investments."

ASCO Norway has been recently expanding its number of supply bases along the Norwegian coast with five bases located in Farsund, Tananger, Kristiansund, Sandnessjøen and Mongstadbase in Bergen. It has grown from just 35 people to around 100 within the space of just three years, and these contracts will cover the Norwegian shelf for five years plus three three-year options. Source : Offshore shipping online

OLDIE – FROM THE SHOEBOX



The "**City of Baltimore**" and her 4 sisters of the BALTIMORE MAIL LINE had before the WW2 a regular service between the east coast of USA and Le Havre - Hamburg range. Her 4 sisters were called "**City of Norfolk**", "**City of Havre**", "**City of Hamburg**" and "**City of Newport News**".

Photo: postcard, coll. Capt. Frank Haalmeijer (c)

DEAR READERS

To improve the quality of photos in the newsletter I have changed the settings in the PDF creator, but as you all be aware of, this effects the size (read : KB's) of the newsletter, previous the newsletter were around 1250 Kb daily, in view of the improving internet connections (speed) worldwide I have decided with effect of today to improve the photo quality which effects as mentioned above the size of the newsletter which will be now a little larger, around 1500 Kb daily, I hope you all like the better quality / sharper photo's

Another exiting point for me is, that this week the 15.000 mark will be passed, which means that daily (only through me) 15.000 newsletters are leaving the server to worldwide located readers, a milestone especially when looking back in December 2008 when "only" 4800 were send out daily.

I would like to thank all readers and contributors for their trust and contributions, which are making this newsletter, which is read all over the globe in the maritime industry, a great success. Also the IT department (Joost and Mario of Pro-Digitaal) who are monitoring daily the system and are making sure you get your newsletter delivered in your mailbox, a great thank you !!

Thank you all !!!!

With warm maritime greetings , Piet

.... PHOTO OF THE DAY



MS **RYNDAM** passing MS **OOSTERDAM** while in John Hopkins Glacier.

Photo : Peter Tukker (c)

BOEKBESPREKING

Door : Frank NEYTS

“Optimist. Handboek beginner”.

Bij De Alk & Heijnen Watersport verscheen onlangs “**Optimist. Handboek gevorderden**”, geschreven door Alan Willems. Je kunt al zeilen in de Optimist, je hebt eens een wedstrijdje gevaren maar je wilt meer weten over wedstrijdzeilen. Je wilt de bijbehorende technieken en tactieken leren van de experts. Dit handboek leert je stap voor stap een heel goede wedstrijdzeiler te worden die gaat scoren op de kampioenschappen. Naast de tactiek en techniek voor gevorderden vertelt het boek je ook over voeding en fysieke training en over hoe je bepaalde doelen moet stellen en hoe je die kunt bereiken – mentale training dus. Tot slot geeft het informatie over trainingsprogramma’s en trainers en – niet onbelangrijk – over hoe ouders zich moeten gedragen. Lees dit “**Optimist. Handboek gevorderden**” en word een expert!

“**Optimist. Handboek gevorderden**” (ISBN 978-90-5961-079-8) telt 128 pagina’s en werd als softback uitgegeven. Het boek kost 14.90 euro. Aankopen kan via de boekhandel of rechtstreeks bij Uitgeverij De Alk, Postbus 9006, 1800 GA Alkmaar. Tel. +32(0)72-5113965, www.alk.nl In België wordt het boek verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com

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