

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 272



Number 272 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Wednesday 29-09-2010**

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The TSHD WILLEM VAN ORANJE seen from the TSHD SHOALWAY during a sunny day
Photo : crew SHOALWAY ©

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Tanzanian navy captures pirate

The Tanzanian navy captured a suspected Somali pirate on Sunday after an exchange of gunfire in the Indian Ocean south of the east African country, police said late on Monday. The incident occurred about 70 nautical miles off the Mtwara coast in southern Tanzania where London-based, Africa-focused oil and gas explorer **Ophir Energy** has a vessel doing exploration work.

"The Somali pirate boat opened heavy fire on the Tanzanian navy vessel on Sunday night. The navy vessel was seriously damaged and was pierced, with at least 50 bullet holes," Mtwara Regional Police Commander Steven Buyuya told Reuters. "We cannot rule out the possibility that the Somali pirates could have been planning to kidnap expatriate workers taking part in the oil exploration activities in Tanzania." Two Tanzanian soldiers were wounded in the incident. After the clash, navy and police boats were deployed to chase the pirate boat. They arrested one suspected pirate, who was brought to Dar es Salaam for interrogation, but the others escaped, Buyuya said.

The **Ophir Energy** exploration vessel was anchored at Mtwara port while police continued to patrol the area. Tanzania said in May it had agreed to prosecute Somali pirates in response to a European Union call for other nations in the region to share the financial and security burden with Kenya and Seychelles. Kenya has borne the brunt of taking in and prosecuting sea bandits seized by foreign navies patrolling the Gulf of Aden's busy shipping lanes that link Europe with Africa and Asia. Tanzania has attracted increased exploration interest in recent years. **Source : News24**

Skiff overturns as Navy ship gives aid

13 passengers drown, 8 still missing

The U.S. Navy is investigating after approximately 13 passengers drowned Monday morning in the Gulf of Aden after the skiff they were on overturned while the Norfolk-based **USS Winston S. Churchill** was rendering aid. Eight passengers are listed as missing.



The **USS Winston S. Churchill (DDG 81)** is currently assigned to Combined Task Force (CTF) 151, a multinational task force conducting counterpiracy operations in the Gulf of Aden and off the eastern coast of Somalia. It departed Naval Station Norfolk on May 21 as part of the Harry S. Truman Carrier Strike Group.

Officials say the **Winston S. Churchill (DDG 81)** was directed to the skiff on Sunday morning by the CTF 151 commander after the

skiff was discovered adrift by the Republic of Korea vessel, ROKN **Wan Geon (DDG 978)**. **Churchill** crew members, using a rigid-hulled inflatable boat (RHIB), boarded the skiff and rendered assistance by providing food and water to the passengers. The **Churchill** crew also determined the skiff's engines were inoperable and attempted to make repairs, but were unsuccessful. According to the Navy, the RHIB then began towing the vessel out of the Gulf's maritime traffic corridor and toward the coast of Somalia.

Monday morning, while transferring humanitarian supplies to the skiff, the Navy says its passengers rushed to one side causing the skiff to take on water. The skiff capsized and sank, leaving approximately 85 passengers in the water.

The **Winston S. Churchill** immediately began conducting search and rescue operations using an additional RHIB assisted by an Australian maritime patrol aircraft. The Navy says that despite the effort, approximately 13 passengers drowned, while 61 passengers were rescued and brought onboard the **Winston S. Churchill**. Eight passengers have been listed as missing. The incident is under investigation by the U.S. Navy. Of the approximately 85 passengers, officials say 10 were Somalis and 75 were Ethiopians. Source : Wavy.com

NIEUW SAMENWERKINGS VERBAND VLOOT EN CVO DEURNE

VLOOT is bijzonder verheugd met de ondertekening van een nieuw samenwerkingsakkoord met het CVO Deurne (www.cvodeurne.be). Dit samenwerkingsakkoord is immers het sluitstuk op de verderzetting van de intensieve samenwerking tussen de reder van de overheid en het volledige maritieme onderwijs in Vlaanderen. Zowel het Maritiem Instituut Mercator (www.maritiemonderwijs.be), het KTA Zwijndrecht (www.cenflumarin.be) als het CVO Oostende (www.deavondschool.be) hernieuwden reeds hun samenwerking. Ook de Hogere Zeevaartschool (www.hzs.be) heeft een samenwerkingsakkoord met VLOOT lopen. Daarenboven blijven we onze volle steun geven aan het initiatief www.areyouwaterproof.be, dat jongeren warm maakt voor een maritieme loopbaan, en aan het maritiem instituut (www.maritieminstituut.be) van de Universiteit Gent in het kader van de cursus Havenbeheer. Aan de Universiteiten van Gent en Luik wordt via een gastlectorschap jaarlijks ondersteuning geboden in het kader van de ingenieursopleidingen gerelateerd aan de scheepsbouw. Het KaHo Sint-Lieven (Katholieke Hogeschool Gent - www.kahosl.be) kan dan weer, voor haar opleiding industrieel ingenieur - maritieme technieken, rekenen op wat hand-

en spandiensten rond eindwerken en dergelijke. Op deze wijze geeft VLOOT, als reder van de overheid, invulling aan haar doelstelling om de maritieme knowhow structureel te blijven verankeren, in Vlaanderen alsook daarbuiten.

Ships demolition activity edges higher on August



The **ARCTIC REEFER** seen in course of demolition (or recycling ?) along the Yantze river

Photo : Sjaak Broere (c)

With the Baltic Dry Index (BDI), the dry bulk market's leading benchmark in terms of freight rates now on the downslide and tanker rates posting heavy falls during the previous weeks on oversupply issues, ship owners around the world took a second look on their ageing vessels, many opting to finalize scrapping deals. The BDI ended almost unchanged yesterday (Monday), at 2,451 points, 0.29% higher than Friday. According to a report from Barry Rogliano Salles (BRS), "there is some optimism in the market and October FFA rates remain higher than spot rates in all segments. The weeklong Chinese holiday starting Thursday could keep activity low initially however. In the commodity market Australia, the world's largest exporter of iron ore and coal, predicted its export sales by value would reach record levels in the fiscal year ending 30 June 2011. However the country has revised June projections downwards. The Australian Bureau of Agricultural and Resource Economics is now predicting global exports of iron ore in 2010 will rise 10% to 1bn tonnes, with growth slowing to 8% to reach 1.1bn tonnes in 2011. However it forecasts China's iron ore imports in 2010 will drop by 2 per cent to 617m tonnes and grow by just 10% next year as higher domestic production meets increased demand from local steel mills" said BRS.

As a result, maybe September could prove another solid month of gains for the demolition activity, which is deemed crucial in the effort to alleviate the global ship market from its oversupply issues. According to the latest monthly report on demolition activity from shipbroker Golden Destiny, compiled under guidance from Hellenic Shipping News Worldwide, during August a total of 85 vessels were headed to scrap yards, equalling to an aggregate deadweight of 2,665,465 tons. This represented a monthly increase of 57.4%. "Since July, the demolition market has been improved in terms of scrap rates and volumes, but the activity in the bulk carrier sector remains at subdued levels with no any

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sign of positive momentum. In total, 9 bulk carriers reported to have been disposed equalling a total deadweight of 600,726 tons. The rise of the BDI since mid of July by more than 1,000 points, closing at the end of August at 2,713 points, has dwindled owner's appetite for scrapping their over aged carriers" said Golden Destiny.



In the back seen the **TOLEDO** and in front the **LOYAL BIRD** at the beach in Chittagong awaiting scrapping
Photo : Pierro Corona ©

It went on to mention that tankers and liners are still holding the largest share of the market, 31.7% and 24.7% respectively, in terms of reported number of demolition transactions, whereas the greatest positive monthly movement has been recorded on the reefer sector, a 700% increase since July. Operators of specialized refrigerated cargoships suffered one of the worst low seasons during July which seems that triggered the pick up of demolition activity in this sector. "In August 2009, the demolition activity was standing at higher levels with 111 vessels reported to have been scrapped equalling a total deadweight of 3,519,911 tons with tankers/gas tankers and liners holding the biggest share of the market, in terms of reported number of demolition transactions. During the summer season of 2009, the BDI recorded positive movements since the end of May 2009, which slowed down the demolition activity in the bulk carrier sector since the beginning of the year. Albeit pundit's predictions for softening in scrap rates, no demo sales took place at lower rates, while China tried to enter the game by offering higher competitive prices to narrow its gap with the Indian subcontinent".

"India and Pakistan are paying \$395-\$400/ldt for dry and \$430-\$435/ldt for wet cargo while in mid of May before Bangladesh's closure, scrap rates were around \$350/ldt for dry and \$400/ldt for wet cargo. The result for the Bangladesh's market opening is pending for October and market rumors are suggesting that scrap rates could not further increase as are still too high comparing with few months ago. In August 2009, Bangladesh was in the first ranking of the demolition market by offering the most competitive scrap rates, \$285/ldt for dry and \$360/ldt for wet cargo. In the year-to-date, 648 vessels reported to have sent for scrap equalling a total deadweight of 19,1296,261 tons, posting a rise of 3.7% in comparison with January to August period of 2009 in terms of reported number of demolition transactions. Tankers and liners are holding the biggest share of the market in terms of reported number of demolition transactions, 29.3% and 23.1% respectively, with passenger and Ro-Ro carriers to follow. Bulk carriers and containers are in the last rankings holding 10.2% and 9.2% of the demolition market. Demolition activity is up by 310% comparable with January-August 2008 period when demolition countries were paying \$600-\$675/ldt for dry and \$640-\$725/ldt for wet cargo and Bangladesh with India were offering the most competitive prices" concluded Golden Destiny. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

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Op uitnodiging van de Mercatorkring geven wij op **12 oktober** te Antwerpen een overzicht en stand van zaken van onze organisatie en werking, de lopende projecten en de rol die VLOOT sinds 2004 op zich heeft genomen. De organisatie bevestigde dat niet-leden van de vereniging evenzeer, zelfs zeer nadrukkelijk welkom zijn, misschien tot dan ! - Yves Goossens - Algemeen directeur VLOOT DAB - www.welkombijvloot.be



Above seen the **BELUGA FAMILY** moored in the Peira Port (Mozambique) during last week.
Photo : Crew Volvox Olympia (c)

Indonesian Seafarers Join Struggle Against Somali Pirates

Indonesian seafarers are supporting a recent petition to combat piracy in Somalian waters launched by several international organizations. "Every country has been urged to care for and be proactive in the fight against pirates, who frequently take ship crew members hostage," Hanafi Rustandi, the president of the Indonesian Seafarers' Association (KPI), said in a press statement on Sunday. The End Piracy Now petition, presented on UN-designated World Maritime Day, Sept. 23, was drawn up by a coalition of 14 seafarers' unions, trade organizations, insurance companies and other bodies, with support from shipowners, trade unions and welfare organizations.

The International Transport Workers' Federation (ITF) has collected around 920,000 signatories from 185 countries to support the petition calling for action to end Somali piracy. "Originally intended to achieve half a million signatures, it has far exceeded that figure and definitively proves that immediate action is needed," the ITF said in a statement. The KPI and other world seafarer groups hope that the petition could help stop piracy on the seas, a crime that inflicts suffering on seafarers, Hanafi said. The International Maritime Organization has declared 2010 the Year of the Seafarer, which is the profession of about 1.5 million people worldwide. The petition was launched in June this year "as the centerpiece of a campaign to persuade all governments to commit the resources necessary to end the increasing problem of Somalia-based piracy. It has become a serious problem for tankers carrying oil, petrochemicals and dry bulk commodities around the Gulf of Aden, the east coast of Africa and around Southeast Asia. The ITF is a global union federation whose membership comprises 759 unions representing over 4,600,000 transport workers in 155 countries.

A number of Indonesian sailors have been held by pirates in recent attacks. On Jan. 1, Somali pirates seized the **MV Pramoni**, a Singapore-flagged chemical tanker, with 17 Indonesian crew members aboard. The ship was released after its owners reportedly paid an undisclosed ransom. On March 31, 12 Indonesians were among those aboard the Taiwanese fishing boat, Jih Chun Tsai 68, which was seized by Somali pirates. As of Sept. 9, the vessel was still in Somalian waters. **Source: The Jakarta Globe**



The **JUMBO VISION** seen loaded with the Huisman drilltower for the **BULLY 2** departed from Schiedam bound for Singapore

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UAE offers armed escorts for tankers

The UAE is willing to escort oil tankers travelling in the capital's waters if they feel threatened by a potential attack, security officials said yesterday, as the capital expanded its marine protection forces with an airborne unit. "As the CNIA we are responsible for the territorial waters in the emirate of Abu Dhabi," said Staff Brig Pilot Faris al Mazrouei, chairman of the Critical National Infrastructure Authority, the body tasked with protecting the capital's major facilities. When asked about security measures following a suspected terrorist attack on an oil tanker in July, CNIA officials said they could provide better protection to ships that request a higher security level. "The protection scheme depends on the [International Ship and Port Facility Security] code," Staff Brig Pilot al Mazrouei said. "Any company or government body might raise the security level, and we are completely responsible with carrying out that level."

The ISPS code is a set of international measures developed to respond to the threat to the shipping industry in the wake of the 9/11 attacks, to which the UAE is a signatory. It was brought into force on July 1, 2004. It is part of the International Convention for the Safety of Life at Sea. "We are bound to implementing this convention in the territorial waters of the emirate of Abu Dhabi," said Col Ishaq al Beshar, director of CNIA operations. "Any tanker coming from any country that feels there is a threat to it, presents a request to the relevant authorities in the CNIA that we have a high alert, and we provide the necessary protection." Ships can call for higher security alert levels from local authorities if there is a threat of attack, according to the code. Col al Beshar said there had been no increase in such requests since the July incident, which he stressed did not take place in UAE territory. "The accident occurred outside the territorial waters of the emirate of Abu Dhabi," he said. "We adhere to higher powers," he said, referring to the UAE armed forces. "And if they tell us we want to increase security or escort the ships, if we receive any orders from above to provide additional security operations, we will carry them out."

A boat loaded with explosives is suspected to have rammed the Japanese tanker **M Star**, which was damaged in the Strait of Hormuz on July 28.]The 333-metre ship was travelling from Al Ruwais to Tokyo loaded with 270,000 tonnes of oil when the blast occurred. One of the 31 crew members was injured. Lt John Fage, a spokesman for the US navy's Bahrain-based Fifth Fleet, said there was a "continuing high state of vigilance" along the Strait of Hormuz and other critical waterways, and so far "everything continued to flow as normal", he said. The statements came as the CNIA said it had incorporated a number of Armed Forces helicopters into an airborne unit to help protect the "marine frontier", Staff Brig Pilot al Mazrouei said. The unit began operating six months ago. It will augment the CNIA's efforts to protect Abu Dhabi's marine borders, along with the Coast Guard, which it already controls. The statements were made on the sidelines of a press conference announcing a wide-ranging maritime safety campaign aimed at residents, fishermen, boat enthusiasts and traders, to publicise the CNIA's maritime safety hotline.

The campaign, dubbed "Bihar 2010", has objectives that range from promoting awareness of maritime regulations to promoting the 996 number, which was launched last year, enforcing a plan to fit all boats with e-passport devices that track a boat's location, and informing people about prohibited areas, as well as safety measures that can be taken by fishermen and sailors. The authority is trying to promote the use of the 996 emergency number, a hotline for people stranded at sea. The CNIA says its patrols can reach callers' locations in under five minutes. The 996 number received 122 calls in the last five months of 2009. So far in 2010, it has received 324 calls. Most were related to boat

breakdowns, jet skis running aground, accidents at sea, missing people, boats running out of fuel or fishing in prohibited areas. **Source: The National**



The **OLEG STRASHNOV** seen shifting from Rotterdam Waalhaven to the Europoort for further testing

Photo : Frits Janse ©

Cargo ship ignored 'Mayday' call after collision with fishing boat left one man dead, say accident investigators

A cargo ship failed to stop and then ignored Mayday calls after colliding with a small fishing vessel in the English Channel, causing it to sink with the loss of one of its crewmen. The failure of the 47,000-tonne bulk carrier **Alam Pintar** to stop was 'illegal, immoral and against all the traditions of the sea', according to a marine accident report which added that there was evidence its crew tried to 'mask the vessel's involvement'. The body of 21-year-old Chis Wadsworth, from Teignmouth, Devon, was never recovered after the 40-tonne crabber **Etoile des Ondes** sank in freezing waters. Three other crew members survived after boarding a liferaft and being rescued by a ferry in the incident 17 miles north of the Cherbourg Peninsula last December. The Marine Accident Investigation Branch report said: 'The master and officer of the watch of **Alam Pintar** were aware of the collision, but failed to stop.

'They made no attempt to confirm if **Etoile des Ondes** and her crew were safe, and failed to report the incident. There is evidence to suggest that the crew of **Alam Pintar** subsequently attempted to alter recorded contemporaneous data to mask the vessel's involvement in the accident.' The report said that Mayday messages were put out but were ignored by the master of the **Alam Pintar**, and other vessels in the area also failed to respond.

The MAIB said the **Alam Pintar's** master's action in continuing to sail on was 'illegal, immoral and against all the traditions of the sea'. After the accident MAIB inspectors had boarded the **Alam Pintar** in Hamburg and 'were presented with several items of recorded evidence, purporting to be a true record of the vessel's passage' the report continued.

'It became apparent that these records had been systematically altered to indicate that the vessel had not been involved in an incident during the evening of December 20.' The MAIB said the 'consequences and ramifications of these actions' were the subject of a separate investigation by the Singapore maritime authorities. The report also said that none of the crewmen of the **Etoile des Ondes** - registered in Weymouth, Dorset - was wearing any flotation device. The Chief Inspector of Marine Accidents had written to the owner of the **Etoile des Ondes** in 2005 recommending the crew wore buoyancy aids while working on deck after the loss overboard of a crew member. The MAIB said crew members did wear such aids for a while but most no longer wore them because of discomfort.

Mr Wadsworth, however, had continued to wear his 'bib and brace' device, with an incorporated lifejacket. But in a recent incident the lifejacket had accidentally inflated. The report went on: 'This had caused him some distress and made it difficult for him to breathe. The lifejacket needed to be punctured to deflate it for removal. After this incident, he stopped wearing any flotation device.' The report also said the decision of the **Etoile des Ondes** to resume its 'shooting pots' fishing activities was 'ill-considered' and that modification made to the vessel made it difficult for the skipper, Chris Bebb, to see the actions taken by the **Alam Pintar**. Source : Daily Mail



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Greenpeace Swimmers Continue to Stop Oil Drilling

For over 30 hours Greenpeace swimmers and campaigners in kayaks have impeded the progress of the giant oil drilling ship the **Stena Carron** which is destined to begin a dangerous deep water drilling programme in the North Atlantic.

Described by one of the swimmers as being like a skyscraper on its side, the 228 metre long drill ship is being operated by US energy giant Chevron. At 1:30 on Sunday local time four campaigners left the Greenpeace ship Esperanza by inflatable speedboat and dived into open seas 100 miles north of Shetland to pressure the Stena Carron into turning back to port. Since then, swimmers and campaigners have taken turns to place themselves between the ship and its dangerous destination.

See also : http://www.youtube.com/watch?v=11cb5g4lyT4&feature=player_embedded

One of the swimmers, Leila Deen, said: "At dawn this morning I was in the sea stopping this enormous ship from moving. It's just crazy that it's up to us to do this, when this oil ship should be stopped by a government ban on deep water drilling. We're going to continue blocking the **Carron** for as long as we can. All the swimmers are in high spirits and determined to keep going because we need to go beyond oil to stop climate change."

On Saturday a 100-hour occupation of the **Stena Carron's** anchor chain ended when a court order forced Greenpeace to remove a purpose-built survival pod. If the campaigners had not lowered the pod they could have been forced to pay hundreds of thousands of pounds of supporters' money to Chevron. Just hours after the end of the pod occupation the ship left for a site in the Lagavulin oil field where it is planned that it will be used to drill an exploratory well in 500 metres of water. Since the BP Deepwater Horizon oil disaster in the Gulf of Mexico, environmental campaigners have been calling for a ban on new deep water drilling. Greenpeace is threatening legal action against the UK Government in an effort to stop the granting of new permits for deep water drilling. Last month Greenpeace lawyers wrote a 'letter before action' to ministers – the precursor to seeking a judicial review of the decision to push ahead with new deep water drilling before the lessons from the BP disaster have been learned.

Energy and Resources Minister Gerry Brownlee is currently promoting deepwater drilling as one of a number of means for New Zealand to generate revenue. Greenpeace New Zealand is currently campaigning against this push, on the basis that it carries the extreme risk of accident, and that burning fossil fuels adds to the climate crisis. **Source : Scoop**



The **CHEM STAR** seen passing Harwich bound for Rotterdam – **Photo : Andrew Moors ©**

Diaoyu row heats up on patrol ships

Japan yesterday demanded China pull back two fisheries patrol boats in disputed waters near the Diaoyu Islands in a sign tensions remain high despite Tokyo's release of a trawler captain. The latest twist to the Diaoyu row comes as Zhan Qixiong - the skipper at the center of a very undiplomatic tussle between Tokyo and Beijing for more than two weeks after being accused of ramming two Japanese patrol boats - returned to a hero's welcome in his hometown of Jinjiang in Fujian.

Earlier, before demanding that Beijing order the patrol vessels to retreat, Tokyo also called on Beijing to pay for damages incurred by the patrol boats that collided with Zhan's trawler. In referring to the effect of the skipper's release on bilateral relations, Chief Cabinet Secretary Yoshito Sengoku said: "Right now, the ball is in China's court."

Zhan was treated like royalty in his village, Gangfu, in Jinjiang, with crowds thronging a major road about 9am and giving him thunderous applause when he stepped out of the government car. Zhan, holding a bouquet, gave the crowd a V sign as he walked under golden inflatable archways that were specially put up for his homecoming. Accompanied by officials and surrounded by 100 journalists, the skipper walked home from the village entrance to the setting off of firecrackers.

"I am very happy. I am very happy," he said at home, with his mother sitting next to him, shortly before retiring to his room for a private talk with her. His wife, Chan Tingting, thanked the public for the reception and apologized for his early retirement, saying he needed a rest. Zhan was released on Friday and returned to the mainland in a chartered plane the next day. But he did not return home until the third day as he received health checks and was debriefed by officials. Beijing has said that Zhan and his 14 crewmen were on a routine fishing trip in mainland waters when the boat was surrounded by Japanese craft. Tokyo claims that Zhan deliberately smashed the trawler into the coastguard vessels.

Not helping relations at all is Beijing's continued detention of four Japanese - employees of a firm working to remove World War II chemical weapons - for allegedly filming a military installation last week.

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Greek-operated vessel hijacked off Somalia

Pirates hijacked the Greek-operated cargo ship MV **Lugela** off Somalia shortly after it transited through the Gulf of Aden, the European Union's anti-piracy taskforce and a maritime official said on Monday. "She has been taken by pirates. She was expected off the Somali coast in the early hours of this morning," Andrew Mwangura, head of the East African Seafarers' Assistance Programme, told Reuters.

EU NAVFOR said the Panama-flagged vessel sent a distress alert to its Greek operator early on Saturday and had not been heard from since. "The vessel was in the Somali basin, approximately 900 nautical miles east of Eyl, Somalia. A

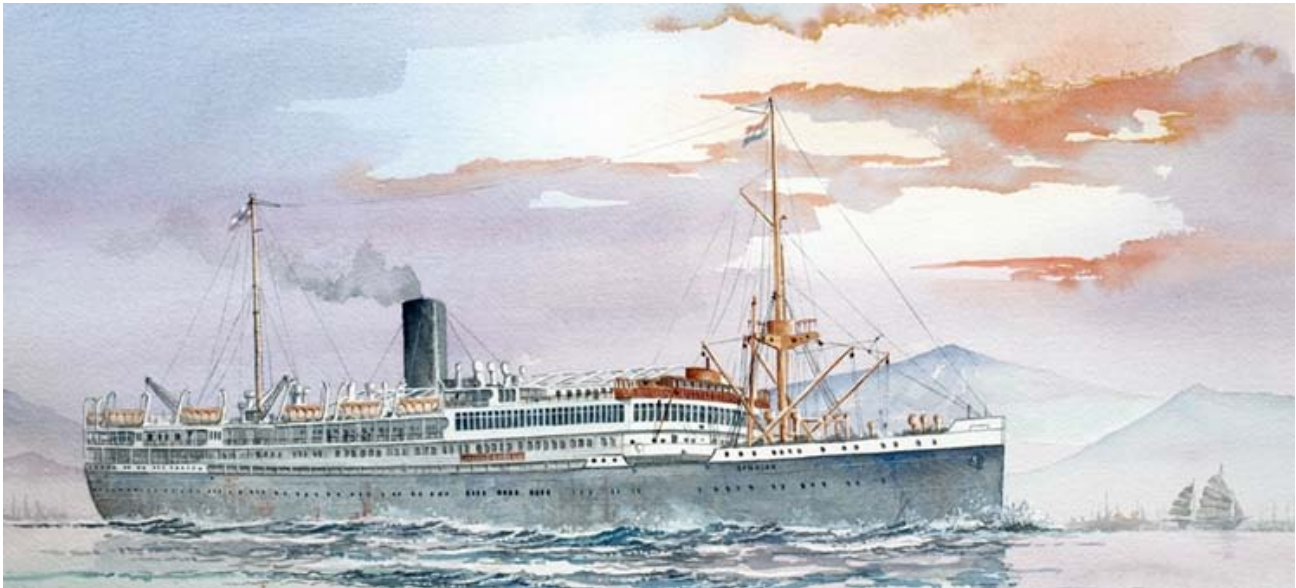
short while later, the vessel altered course to sail towards the Somali coast," EU NAVFOR said on its website. The MV [Lugela](#), which has a deadweight of 4,281 tonnes, had a crew of 12 Ukrainians on board and was sailing in the direction of Mauritius with a cargo of steel bars and wires, the taskforce said. Source: [reuters.com](#)

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Somali pirates release Greek cargo ship

Somali pirates have abandoned a Greek-operated cargo ship just two days after seizing it, the European Union's anti-piracy mission said Monday. The Panama-flagged MV [Lugela](#) was seized off the coast of Somalia on Saturday.

EU NAVFOR said the ship owner informed them the pirates abandoned the ship late Sunday and that the 12 Ukrainian crew are safe. Piracy is rife off the coast of war-torn Somalia, which has not had an effective central government since 1991. Source: [monstersandcritics](#)



This watercolor shows the attractive mv [Sibajak](#) of the Koninklijke Rotterdamse Lloyd. The vessel was built in 1828 in Vlissingen at the shipyard "De Schelde", and used for passenger transport from Rotterdam to Djakarta. In 1941 she was changed to a troopcarrier and continued in that position till 1946. Changed again to a emigrant ship in 1950. She was demolished in Hongkong in 1959 www.hansbreeman.nl

NAVY NEWS

U.S., Korea begin Yellow Sea drills

A flotilla of South Korean and U.S. warships started anti-submarine drills in the Yellow Sea yesterday in another show of force against North Korea, Seoul's military officials said. The five-day exercise, which runs through Friday, is the second in a series of joint drills staged or planned by Seoul and Washington in response to North Korea's sinking of a South Korean warship six months ago.

About 10 ships, including two U.S. guided-missile destroyers, the [U.S.S. John S. McCain](#) and [U.S.S Fitzgerald](#), and two submarines as well as some 1,700 troops have been mobilized for the maneuvers. "The drills started around 7

a.m., and everything is going ahead in accordance with our maneuver plan," an official at the South's Joint Chiefs of Staff (JCS) said yesterday.

The JCS official said the drills are being staged off the west coast town of Taean, far south of the Yellow Sea border where the **Cheonan** warship was sunk on March 26. A South Korea-led international probe in May officially pinpointed North Korea as the perpetrator of the torpedo attack on the Cheonan that left 46 sailors dead.

The North has denied any role in the sinking and threatened military retaliation against the drills, calling them a rehearsal for war. Pyongyang's state-run Committee for the Peaceful Reunification of the Fatherland warned on Sunday that its army "will never pardon provocateurs and mercilessly wipe them out." **Source : Yonhap**

French Navy Expected To Crew, Not Own, Patrol Vessel

DCNS expects shortly to sign an agreement allowing the French Navy to crew its Gowind ocean patrol vessel (OPV), which the naval company is building with its own funds for the export market, a company executive said Sept 23.

Under the planned deal, the French Navy would crew the **Hermes**, the first of class in the Gowind OPV range, for 18 months to three years, Gilles Langlois, DCNS development director for surface ships and naval systems, told journalists

ahead of the Euronaval trade show. That crewing would allow DCNS to market the vessel as "sea proven."

The French Navy has been cautious about agreeing to the crewing arrangement, which will be a first, as the service did not have a requirement for that type of vessel and was uncertain about the legal aspects of operating but not owning the craft.

DCNS is spending half its research-and-development budget to pay for the **Hermes** OPV, which is under construction



at its shipyard here alongside the Aquitaine, the first of class FREMM multimission frigate.

The French company is launching Hermes into a very difficult OPV market where there is "fierce competition," Langlois said. DCNS expects half of all ship purchases worldwide to be in the OPV segment in the coming years. The company has built warships, including the Horizon air defense destroyer, Lafayette stealth frigates, assault helicopter ships and aircraft carriers, so the venture into the 1,000-ton class of boat is a big departure.

But DCNS hopes to win sales with a design that offers 360-degree radar coverage, a stern ramp for rapid launch and recovery of rigid inflatable fast craft, and a combat system, dubbed Polaris, dedicated to police operations at sea such as anti-smuggling and anti-piracy missions. Hermes will be armed with a 30mm gun from Oto Melara, two 12.7mm machine guns, a water cannon, and can be fitted with an acoustic projector for nonlethal action. The export model will be marketed with a 76mm gun.

A number of foreign suppliers have been selected to equip the boat, including the radar from Terma of Denmark; engines from ABC, a Belgian maker of motors for fishing vessels; and stabilizers from U.S. manufacturer Flume.

Thales supplies the Vigile Light communications suite for the [Hermes](#). Thales will offer its new Seawatcher 10 radar and Captas Nano sonar on the vessel in the export campaigns. DCNS expects to launch Hermes in the spring and to be operational by the end of 2011. The Euronaval trade show opens Oct. 25 at Le Bourget, north of Paris.

Iraqis Take First Ship In New Patrol Boat Fleet

Iraq inaugurated the first in a fleet of U.S.-built patrol boats on Sept. 26, part of efforts to boost its naval capacity and secure key oil platforms ahead of an American pullout next year. The rapid build-up of the Iraqi Navy is seen as crucial to protecting the terminals through which the vast majority of the country's crude is exported, with oil accounting for around 95 percent of government income.



In a ceremony at Umm Qasr Naval Base, about 310 miles south of Baghdad, sailors demonstrated the capabilities of the boat - named "**PB 301**" - by showing it chase down smaller vessels. A six-piece military band played as the boat was unveiled at a ceremony attended by Iraqi Defense Minister Abdul Qader Obeidi and U.S. Army Lt. Gen. Michael Barbero, the top American commander responsible for training Iraq's security forces.

"I am proud to be among the first to witness the historical arrival and commissioning of Iraq's first patrol boat," said U.S. Navy Vice Adm. Kevin McCoy, the commander of the Naval Sea

Systems Command, which is primarily tasked with building and supporting the U.S. Navy's fleet. "This occasion reflects the important ties that bound our governments and our commitment to supporting a strong coalition partnership that is based on mutual respect and cooperation."

Also as part of the ceremony, Iraqi Navy SEALs showed off "stop and search" skills aboard a demonstration vessel, and 177 naval cadets graduated from officer training to become lieutenants. Crews for the new high-speed patrol boats are currently being trained in the United States, with 15 ultimately set to be delivered to Iraq.

Three are set to arrive in December, with the remaining 11 due for delivery next year. The Iraqi Navy, re-established two years after the 2003 U.S.-led invasion that ousted dictator Saddam Hussein, now has 47 vessels, according to a U.S. Army spokeswoman. It currently handles on-site and perimeter defense for the Khor al-Amiya oil terminal, and on-site defense for the Al-Basra oil terminal, which are six miles apart and 60 miles off the port of Umm Qasr, sandwiched between Iranian and Kuwaiti waters.

About 80 percent of Iraq's oil exports pass through the two terminals, with three more set to be added by the end of next year as the country seeks to ramp up oil exports by as much as five times. By that time, when U.S. forces will have had to withdraw completely from the country under the terms of a bilateral security pact, Iraq will be solely responsible for all security at oil facilities, including platforms.

U.S. officers are confident their Iraqi comrades are up to the task. "The Iraqi Navy will be fully capable to defend the oil platforms, the territorial waters and the ports," Barbero said in an interview this month. The old Iraqi navy was destroyed in the 1991 Gulf War and again in the 2003 invasion. The United States pulled out combat troops from Iraq at the start of this month, and will complete a full withdrawal at the end of 2011. **Source : Defense News**

Removal of officer from Submarine cadre set aside

The Indian Armed Forces Tribunal today set aside Navy's decision to remove an officer from the Submarine cadre after a Russian-origin Kilo class submarine under his command thrice met with accidents. Commander Alok Kumar Pathak, who was commanding the **INS Sindhurakshak**, had in his plea contended that the Navy removed him from the cadre without issuing a show cause notice.

After the third accident of the submarine under his command in 2004, the Navy removed him from the cadre resulting in loss of Rs 7000 per month as submariner allowance and lowering of his Annual Confidential Report. The Navy in its reply had submitted that Pathak was found to be "incompetent and unsuitable" as a submarine commander and that is why his badge was withdrawn on the recommendations of competent authorities.

It was also submitted that the officer was found guilty in the Court of Inquiries in all the three accidents.

Noting that though the officer was found to be guilty on three occasions which resulted in damage to the submarine, the Tribunal Bench headed by Justice A K Mathur said, "The principle of natural justice requires that he should be given at least a notice as to why his Submarine Badge be not withdrawn."

Allowing the petition, he said, "We set aside orders qua the petitioner and leave it open for the respondents to pass the fresh order in accordance with law." In the first accident, the submarine had hit a sand dune whereas in the second it was entangled in a fish boat. In the third incident, Pathak was found guilty of hitting the submarine into a Jetty causing damage to the underwater vessel. **Source : Zeenews**

SHIPYARD NEWS

Maritime



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Austal starts construction of JHSV 2

With construction of JHSV 1 now well underway at its Mobile, Ala., shipyard, Austal USA has started construction of **Vigilant (JHSV 2)**, the second of up to ten 103-meter Joint High Speed Vessels (JHSV).

In November 2008, Austal was selected as prime contractor to design and build the first JHSV, with options for nine additional vessels expected to be exercised between FY09 and FY13. Since then, Austal has received construction contracts for JHSV 1, JHSV 2, and JHSV 3 and Long Lead Time Material contracts for JHSV 4 and JHSV 5.

Official keellaying of **Spearhead (JHSV 1)** was in July and it is on schedule for launch in June 2011 and delivery in December 2011. It is the first Austal design to be constructed using the new procedures and processes developed in conjunction with Austal's Module Manufacturing Facility (MMF). The MMF provides Austal with assembly line efficiency, in which should result in significant cost savings and reduced lead times.

Austal USA President and Chief Operating Officer, Joe Rella, commented, "Since the beginning of the year, Austal has added over 800 employees to our staff of shipbuilding professionals. Our workforce is well positioned to start construction on this second JHSV."

U.S. Navy Program Manager, Capt. George Sutton said, "The start of JHSV 2 represents the first Navy/MSC ship and the start of serial production. Serial production is the key to program stability, affordability and efficiency for the shipbuilder and the taxpayer."



As the U.S. Department of Defense's next generation multi-use platform, the 103-meter JHSV will provide rapid intra-theater deployment/transportation of personnel, equipment and supplies. The vessel will support military logistics, sustainment and humanitarian relief operations and will be capable of speeds up to 43 knots.

The Austal JHSV will transport medium-size operational units with their vehicles, or reconfigure to provide troop transport for an

infantry battalion, allowing units to transit long distances while maintaining unit integrity. The vessel also supports helicopter operations and has a slewing vehicle ramp on the starboard quarter which enables use of austere piers and quay walls, common in developing countries. A shallow draft (under 4 meters) will further enhance theater port access.

The Austal JHSV team includes platform systems engineering agent General Dynamics Advanced Information Systems which is responsible for the design, integration and test of the ship's mission systems, including internal and external communications, electronic navigation, and aviation and armament systems. **Source : MarineLog**

Korea's Sungdong Shipbuilding gets order for two kamsarmaxes

Korean shipbuilder Sungdong Shipbuilding & Marine Engineering has bagged a brace of kamsarmax orders. Compatriot Sinokor Merchant Marine has signed up for a pair of 82,000-dwt kamsarmax-bulker newbuildings at Sungdong. They are due for delivery in late 2012. The owner is said to have paid around \$38m per ship. **Source : seatradeasia-online**

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REQUEST FROM A READER

Newsclippings reader **Stefan Thienel** need assistance from other readers , maybe you have visited his website www.tugboats.de and maybe you know that he is building models of tugs in his spare time (he is holding a master craftsman diploma as a hearing aid acoustican) , Stefan is planning to built a model of the Lyttelton based and LPC owned tug "**Blackadder**" (Ramparts 2400) as a working model.



The Lyttelton Port Company owned tug **Blackadder** returns to her berth after assisting a containership to berth.

Photo : Alan Calvert ©

he found a couple of photos in the www, but he need some more detail photos and if possible a GA with front and rear view (he has such a GA, but it is a .pdf in a bad quality. Converting this file into a .dxf-file doesnt make it better). Is one of the (New Zealand ??) newsclippings readers (Alan ?) able to help Stefan with this request ?? Every help would be very appreciated. You can contact Stefan can be reached at St.Thienel@web.de



6,800 tonne cargo ship put into operation

A 6,800 tonne steel-hull dry-cargo ship named '**Nasico Eagle**' was handed over to the Nam Trieu Shipping One Member Company Ltd on September 26 by Nam Trieu Construction and Shipbuilding Joint Stock Company. The 3,350 CV ship, 100.7 metres long and 16.8 metres wide, has a maximum speed of 12 nautical miles per hour. The ship was designed by the Vietnam Shipbuilding Industry Design and Consultancy Company. From now until the end of this year, the Nam Trieu Shipping Industry Corporation will strive to build and hand over two 53,000 tonne ships to foreign customers, and build a ship to carry up to 6,900 cars for a Norwegian partner from Norway, thus ensuring thousands of jobs for its workers. **Source: Nhan Dan**



Tugs **CNL RUBI**, **EKTOR** and **TANARUS**. **CNL Rubi** coming back from assisting **M/V Overseas Nedimar** on her berth, **Ektor** and **Tanarus** were assisting **M/V Captain Markus** on her shift.

Photo : Gustavo Castro de Sousa ©

Spanish group seeks assistance from government for Vietnam port project

Spain's leading operator of port terminals Grup TCB is seeking assistance from the HCMC government for a container terminal project the company wants to develop in Hiep Phuoc Port urban area in Nha Be District, according to the Saigon Times Daily. Xavier Soucheiron, CEO of the group, told HCMC vice-chairman Nguyen Trung Tin that he expected to complete the pre-feasibility study for the terminal project in the next six months. "We need the support from the city to ensure that the project will be developed in the right direction," said Soucheiron.

But he expressed his anxiety about the infrastructural conditions in the area now. Soucheiron said an agreement on developing a container terminal in Hiep Phuoc was signed last November at Barcelona-based headquarters of Grup TCB. He is in Vietnam to work with leaders of Tan Thuan Industrial Promotion Company (IPC), which oversees development of Hiep Phuoc Port urban area. "The pre-feasibility study still is in progress and we want to start work as soon as possible after finishing it," he added. Grup TCB is not only a leading terminal operator of Spain but also a provider of maritime engineering, and consultancy services for containerised and general cargo. Currently, the group operates 13 terminals in six countries with a total installed capacity of around 4.5 million TEUs. Last week, the city's government directed IPC to quickly prepare a financial scheme to develop infrastructure in Hiep Phuoc so as to turn this area into a satellite city. Hiep Phuoc, covering nearly 4,000 hectares, is envisaged to become a port city, with several facilities to be developed to replace inner-city ports. **Source: CargonewsAsia**



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The LNG tanker **GDF SUEZ NEPTUNE** was spotted going into Boston, assisted by 3 tugs of Boston Towing, and escorted by a Boston Police boat. This 80,858 DWT shuttle and regasification vessel was completed at Samsung Heavy Industries in South Korea and delivered to the GDF Suez group in 2009.

Photo : Frank van Hoorn (c)

Multraship to take delivery of new Damen tug from Vietnam



The **MULTRATUG 3** seen fitting out in Vietnam – Photo : Jan Nooteboom ©



LEADING towage and salvage specialist Multraship has bolstered its fleet of specialised tugs and multi-purpose vessels with the addition of the Damen newbuilding ASD 3213 tug **Multratug 3**.



On September 30, the vessel will embark on its delivery voyage from Vietnam, where it was built by Damen Shipyards, to Terneuzen, Multraship's home port in The Netherlands. Thereafter it will be employed principally in the River Scheldt area in a harbour towage and salvage role. With a maximum

bollard pull of **94.7 tonnes**, an overall length of 32.14 m, and a beam of 13.29 m, the vessel is capable of a speed of 14.3 knots.



Multraship managing director Leendert Muller says, "Multraship's commitment to the Scheldt area is well-known, and was further reinforced two years ago when it launched Antwerp Towage NV, a 50/50 joint venture with Fairplay Towage. Antwerp Towage has been a great success, and we have increased our client base and number of calls in Antwerp significantly. Multratug 3 represents the latest phase in our overall strategic plans for renewal and expansion. We believe that it is now the strongest tug on the Scheldt and, with its FiFi1 capabilities, it is set to play an important role in future emergency response operations in the area."

SMIT WARRI ENROUTE FORT LAUDERDALE



Above seen the **SMIT WARRI** moored in Antwerp awaiting the loading onboard Spliethof's **SAIMAAGRACHT** for further transportation to Fort Lauderdale – **Photo : Henk Koudijzer ©**

India plans to invest USD 20 bn to expand 13 major ports

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 272

India is looking at investing about USD 20.8 billion in 276 projects which are part of the government's endeavour to expand 13 major ports in the country, Shipping Minister G K Vasan said here today.

Addressing an 'Indian Port and Maritime' seminar, Vasan said 22 projects are ready for bids as the country's pressing on increasing the port capacity, mostly through public and private sector participation (PPP).

Referring to specifically Singapore, he said: "I firmly believe that India and Singapore have tremendous scope for partnership in this sector, including collaboration in areas like port development, cruise shipping, bunkering and ship building, ship repair and others."

"Private partnership is the key feature of the port development program and we are expecting good investments to come from private sector with a high proportion from overseas investors," he said, adding that India's port development program has already attracted interest from many overseas investors like Port of Singapore Authority and the Dubai Port World.

Currently 22 PPP projects are under bidding and scheduled to be awarded in the current financial year involving an investment of almost Rs 160 billion, he said.

He also pointed out that India has completed 24 PPP projects involving an investment of almost Rs 65 billion while 19 PPP projects were under implementation, involving an investment of almost Rs 125 billion.

Vasan backed his claim, saying Indian port handling tonnage has crossed 10 million GT mark last month compared to 6.94 million GT in April 2004.

"Imports of coal and oil will be one of the key drivers of development in port and shipping sector. This will provide immense opportunities for construction of new terminals, captive jetties and for acquisition of tankers, Liquefied Natural Gas and bulk carriers," he said.

The minister also disclosed that mega Container Terminals have been planned in Vallarpadam, Chennai, JNPT and Ennore, implementation of which would provide opportunities in the logistics business.

He also highlighted the extensive dredging sector business, along with port development, including 200 smaller ports which are being developed by the state governments through private investments as part of the country's tonnage handling capacity.

Vasan has set a target for the Indian shipbuilding industry to account for 5 per cent of the global ship building market share by 2017, up from the current 1 per cent. **Source: deccanherald**





The IHC buildt dredger **TSHD Abul** of Karachi Port Trust Seen dredging in Karachi.

Photo : Willem Zomer ©

Chennai Container Terminal becomes first e-terminal in India

The Chennai Container Terminal Ltd (CCTL), operated by DP World Chennai, has become the first e-terminal in the country. During his first visit to the Chennai Port Trust, Shipping Minister G.K. Vasan inaugurated the e-terminal and two new twin lift super post Panamax cranes. The simplified and convenient online services offered by CCTL to its valued customers include Electronic form 13, Electronic SSR, web access, web-based CRM, invoice & account statements on the web, customer relationship management and web/SMS based container tracking system.

Ennarasu Karunesan, Director and CEO, DP World Chennai, said the “technological innovation is one way of providing better customer service. We will create infrastructure and processes that best serve our customers to give them the ultimate service and customer delighted approach.”

These cranes have been procured at a cost of Rs.90 crore have a lifting capacity of 65 Metric Tonnes in twin mode is installed at Bharti Dock and will reduce turn around time of ships. The other salient features of the crane include programmable logic control — fully customisable & high speed of operations with an out reach of 56 meters capable of handling large size vessels (22 rows across). “With the induction of these new cranes, more service windows will be available with improved productivity of more than 35 moves that would benefit the EXIM trade at large with global best service levels,” he said. **Source: The Hindu**

Messina scraps ro-ro

An Italian ro-ro with ties to a rash of African piracy attacks is destined for demolition as its owners prepare to accept a series of newbuildings. Genoa-based shipowner Ignazio Messina is said to have sold the 3,100-lane-metre ro-ro **Jolly Smeraldo** (built 1978) for 396 ldt or \$5.4m, brokers told TradeWinds Monday. While the identity of the buyers is a mystery, sources say today's sale may be the first in a set of scrapping deals the ro-ro player is preparing to pen as it

gears up for the delivery of three con-ro newbuildings. If the market chatter is true, the Jolly Smeraldo deal would mark the end of a dark chapter in the Italian shipowner's 89-year history.

As TradeWinds reported in April 2009, the **Jolly Smeraldo** was attacked by seven pirates in one skiff about 300 miles east of Mogadishu. It was the third Italian ship to come under attack in that region in April alone, and the first of two Ignazio Messina ro-ros targeted by pirates.



File photo of the **JOLLY ROSSO** seen during 2002 in Genua in Dry dock – Photo : Piet Sinke ©

Later that year, the 2,850-lane-letre **Jolly Rosso** (built 1983) was chased by assailants in two skiffs 800 miles off the coast of Africa. While both ships managed to evade capture, the **Jolly Smeraldo** has not escaped the clutches of an Indian scrap yard, sources say.

Following today's transaction, Ignazio Messina controls a fleet of 18 vessels comprised of ro-ros, con-ros and one containership, according to Clarksons. Source : tradewinds

Swedish canal to be closed down for 25 days

The Swedish Trollhätte Canal connecting lake Vänern, the third largest lake in Europe, with the river Göta älv will be closed down between August 26 and September 19 next year for maintenance and repair work. "This maintenance and repair work must be done if we are to secure the operation of the facility", says Ingvar Dyberg, area manager for the Swedish Maritime Administration. The Trollhätte Canal is of utmost importance for several industries around lake Vänern that depend on sea transport for the import and export of goods. Source : ShipGaz

Spil van de Rotterdamse haven - waterklerk tussen de wal en het schip

In 2010 namen zes studenten deel aan de eerste cursus Waterklerk aan het Scheepvaart en Transportcollege. Maar het vak bestaat al bijna een eeuw en veel bekende Rotterdamse 'havenmannen' begonnen hun glansrijke carrière letterlijk tussen de wal en het schip, als waterklerk. De enigszins in onbruik geraakte naam mag dan ouderwets klinken maar in de dagelijkse havenpraktijk vervult de waterklerk een dynamische rol. Zodra een schip de haven binnenkomt is de waterklerk het eerste aanspreekpunt voor de kapitein. Van ligplaats, laden, lossen, het bunkeren, de bevoorrading, nieuwe onderdelen, reparaties, keuringen en controles, tot transport voor de bemanning, artsbezoek of speciale wensen zoals uitjes regelen....tot op het moment van vertrek zorgt de waterklerk dat het haarfijn geregeld wordt.

De tachtigjarige Rotterdamse Waterklerken Vereeniging zet met de uitgave van dit boek het imago van de waterklerk opnieuw op de kaart. Begrippen als waterklerk, konvooioper, cargadoor en expediteur, die zowel voor leken als studenten vaak nog onduidelijk zijn, vallen door de verhalen van (ex) waterklerken - zoals Ben Vree van

SMIT, Bas Verhoef van Rotterdam Short Sea Terminals en Piet Hoogerwaard van Vopak - op een persoonlijke manier op hun plaats.

Boekpresentatie: 30 september op het Scheepvaart en Transportcollege.

Erik Hietbrink, Havenman van het Jaar 2009 schrijft in het voorwoord dat de komende drie jaar nieuwe kennis wordt ontwikkeld ten behoeve van de opleidingen voor intermediaire beroepen als cargadoor en waterklerk. 'Wij zullen de komende jaren samen met de waterklerken de kennis borgen en overdragen voor deze fantastische beroepen in de transportketen in het algemeen en de haven in het bijzonder.' Hoewel het vak door de huidige communicatiemiddelen aanzienlijk veranderd is illustreren de verhalen uit het boek met name persoonlijke kwaliteiten die niet aan te leren zijn, maar wel onmisbaar zijn. Van de mannen en vrouwen met dit unieke en veelzijdige beroep wordt heel wat gevraagd. Hoewel vrijgevochten en altijd 'in voor een geintje', moeten zij verantwoordelijk, punctueel en flexibel zijn; altijd in oplossingen denken en bij nacht en ontij bereikbaar zijn. Maar dat het vooral leuk en spannend kan zijn tussen de wal en het schip, doen de verschillende generaties waterklerken in het boek graag uit de doeken.

Boekinformatie

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.... PHOTO OF THE DAY



Dockwise **TRANSPORTER** seen discharging modules in Vavouto (New Caledonia)
Photo: Cor Duijvestijn (c)