

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 333



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

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**The ARK ROYAL seen safely moored at the Uebberseebruecke, in front of Hamburg city centre, during her last overseas trip, the aircraft carrier is due to depart from Hamburg tomorrow back to the UK.**

**Photo : Capt Hans Schaefer ©**

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## EVENTS, INCIDENTS & OPERATIONS



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## ' MUITERIJ ' BIJ MAERSK NA FEESTJE OM WINST

Er is " muiterij " uitgebroken onder de bemanning van tientallen containerschepen van de Deense rederij Maersk, sinds een aantal jaren ook het moederbedrijf van het vroegere Nederlands-Britse P&O Nedlloyd. De aanleiding voor alle tumult: een feestje vanwege het winstaandeel.

De uitnodiging van de top van Maersk Lines om aan boord van de schepen een feestcake te bereiden naar typisch Deens recept, om ook op zee de zwarte cijfers te vieren, is bij de opvarenden van 48 schepen in het verkeerde keelgat geschoten. Zij voelen zich door de aanhoudende bezuinigingen en het inkrimpen van de bemanningen, opgelegd door de directie in Kopenhagen, uitgekleeft, onderbetaald en overwerkt, zo blijkt uit correspondentie in bezit van deze krant.

Morton Engelstoft, de vlootbaas van Maersk, stelde de containervloot in een boodschap op de hoogte van het herstel van de winstcijfers over de afgelopen negen maanden tot een bedrag van \$ 4,2 miljard." „ Zeelieden opereren in de frontlijn en wij willen u feliciteren met de bijdrage aan dit resultaat. De containerbusiness heeft hier met \$ 2,25 miljard meer dan de helft aan bijgedragen, een historisch draai van het resultaat over 2009 ", aldus de mededeling van Engelstoft.

De vlootbaas dankt in het bericht zijn bemanningen, voor hun inspanningen om de kosten van Maersk Lines te beheersen, die per containerschip op jaarbasis zo'n Euro 15 Miljoen bedragen. Er bestaat geen twijfel dat 1 van de hoofdredenen voor het herstel kostenbeheersing is bij Maersk Lines."

Op 19 November werd op het hoofdkantoor van de grootste containerrederij ( Maersk voert de wereldranglijst aan, voor MSC, CMA /CGM, APL en Evergreen) een feestje gevierd met het voltallige personeel waar een stukje traditionele Deense lagkage ( cream cake ) werd geserveerd. De bemanningen op zee werden vervolgens uitgenodigd om ok aan boord de cake te laten bakken. Die suggestie kwam terug als een boemerang. ' Kopenhagen werd bestookt met 'muitterij-post '



De **ARNOLD MAERSK** vertrekt uit Rotterdam – Foto : Kees Torn ©

„ Op dit schip is het allang niet meer mogelijk om die ingrediënten aan boord te hebben, gezien de bezuinigingen op het levensmiddelenbudget, laat staan dat er nog een kok in dienst is om die cake te bereiden. Salarissen zijn verlaagd, van anderen zijn de contracten niet verlengd. Er is helemaal geen reden om iets te vieren. " Ook wordt vanaf zee gemeld dat noodzakelijke reparaties aan de schepen tot het uiterste worden uitgesteld. En dat gekwalificeerde opvarenden steeds vaker worden vervangen door lager opgeleide, goedkopere krachten.

Een kapitein pleit voor menselijke en psychologische verbeteringen, in plaats van het blijven nastreven van cold cash for the shareholders, het maken van hoge winsten voor de aandeelhouders. Bron : De Financieel Telegraaf

## Canada awards design contracts for research vessels

Canada's Minister of Fisheries and Oceans, Gail Shea, has announced the award of contracts for the design of four new scientific research vessels the Canadian Coast Guard. A \$2.5 million contract for the design of three new fisheries science vessels has been awarded Robert Allan Ltd, Alion Science and Technology (Canada) Corporation and Alion Science and Technology Corporation in joint venture.

A \$2.48 million contract to design a new offshore oceanographic science vessel has been awarded to STX Canada Marine Inc., of Vancouver, B.C. The new offshore fisheries science vessels will be used to:

- conduct fishing and acoustic surveys of fish and invertebrates;
- collect information on the distribution, abundance and biology of species to be used in stock assessments for new and existing fisheries, and in studies supporting the assessments; and
- collect physical, chemical, and biological oceanographic data to monitor changes in marine ecosystems and their impact on fisheries resources and ecosystem health.

Each vessel will have accommodations for approximately 39 (crew and scientists). The vessels will be about 60-65 m in length, and will be capable of staying at sea for up to 31 days without reprovisioning.

The offshore oceanographic science vessel will be used to:



- conduct multi-disciplinary physical, chemical, and biological oceanographic expeditions;
- observe global and regional oceanographic circulation and interactions;
- contribute to the assessments of resources and impacts to the various marine ecosystems;
- support marine geology; and
- contribute to data gathering for hydrographic charts, oceanographic engineering, establishment of internal and international marine boundaries and for other government departments and research organizations.

The vessel will have accommodations for approximately 59 (crew and scientists). It will be about 90 m in length. It will have a dynamic positioning system and is expected to be delivered in 2014. The Ministry says that "combined these new design contracts represent a \$4.98 million commitment to Canada's shipbuilding industry." **Source : MarineLog**



## SLNS Samudura rescues a critically injured Fisherman in Northern deep Seas

Sri Lanka Navy Ship **Samudura** rescued a critically injured crew member of a multi-day fishing trawler in the Northern deep seas 212 nautical miles off Point Pedro on 25th November 2010.



The multi-day fishing trawler named "**Gihan Putha 01**" had left Trincomalee fishing harbour on 28th October 2010 with 06 crew members onboard for deep sea fishing. One of the fishing crew had got himself injured seriously on 21nd November while in Northern deep seas. He, a 42 year-old fisherman, had been in a critical condition for four (04) days out at sea without proper medical treatment.

In response to a request made by the owner of the fishing trawler through the Department of Fisheries and Aquatic Resources for Navy assistance to rescue the injured fisherman, the Navy's Offshore Patrol Vessel **SLNS Samudura** was dispatched on the rescue mission. **Samudura** took the patient onboard after locating the fishing trawler at deep

sea off Point Pedro and he was provided with emergency medical treatment by the Navy medical personnel onboard the Naval ship. Subsequently, he was transferred to a special Fast Naval Vessel and rushed ashore to Trincomalee Naval hospital for further treatment. The patient has now been transferred to the Trincomalee Base Hospital and is in a stable condition. **Source : Sri Lanka Navy**



The bulk carrier **Navios Vector** arriving at Lyttelton to load coal for India. - **Photo : Alan Calvert ©**

## Hope rescue tugs may be saved

Talks are under way between shipping industry and public bodies to ensure that Scotland's emergency tug boat service is retained. UK Government minister Danny Alexander said civil servants were examining all options to ensure maritime safety is not compromised. The two taxpayer-funded vessels are scheduled to be taken out of service next September. The Conservative/Liberal Democrat coalition decided to axe the Stornoway and Shetland-based tugs, plus two on the south coast of England, to save the Maritime and Coastguard Agency (MCA) £32million over four years.

The hopeful move came as the recent grounding of the submarine **HMS Astute** off Skye was described as a godsend for the west coast campaign to retain the Stornoway-based **Anglian Prince**. Just 48 hours after the Westminster government announced the scrapping of the service, the **Anglian Prince** was called to the rescue the sub.

Highland Council leader Michael Foxley said: "I believe that it was an act of God that, within 48 hours of the announcement from Westminster, we had a new £1billion nuclear submarine stuck off Kyle." The incident prompted renewed demands from Highland politicians for the UK Government to reverse its decision to scrap the salvage tugs put in place following the Braer oil tanker disaster off Shetland, in 1993.

Councillor Foxley said: "These tugs are vital to ensure that our local inshore and coastal waters are protected from catastrophe. Any significant incident would affect inshore fishing, especially prawns, as well as fish farming and coastal tourism. "I have had discussions with the leaders of the Western Isles and Orkney and Shetland councils and we are determined to work together to ensure that these tugs are retained." UK Shipping Minister Mike Penning said it was not a good use of public money and the shipping industry needed to take more responsibility for maritime safety and pay for salvage tugs. Coastguard figures showed the Stornoway tug was deployed just five times and the Shetland vessel seven times between 2004 and 2009. Highland Liberal Democrat politicians John Farquhar Munro, Jamie Stone, Charles Kennedy and Conservative MSP Jamie McGrigor say the move was "short-sighted" and "a serious blow" to



maritime safety, and have urged their Westminster colleagues to think again. First Minister Alex Salmond and Rural Affairs Secretary Richard Lochhead have added their voices to the calls.

Mr Alexander, Inverness, Nairn, Badenoch and Strathspey MP, said: "This is a decision that has been taken by the Ministry of Transport and I know there will be conversations with the industry to see if there are alternative ways forward." SNP whip Brian Adam, has lodged a motion in the Scottish Parliament calling for the tugs to be spared.

Source : [pressandjournal.co.uk](http://pressandjournal.co.uk)



The **JIN YAO** seen moored at the OVET in Terneuzen

Photo : Richard Wisse – [www.richard-photography.nl](http://www.richard-photography.nl) (c)



## Bulk carrier **Dynamic Striker** and crew arrest

update and some explanations as to grounds of the story

Bulk carrier **Dynamic Striker** and crew arrest, update and some explanations as to grounds of the story

Latest news from Indian media and comment with some details which evaded attention of Indian media:

MV **Dynamic Striker** fled on superiors' orders, says its captain Ivanychev Sergiy, captain of merchant vessel MV **Dynamic Striker** which tried to flee without discharging cargo worth Rs40 crore earlier this week, has confessed that they were trying to flee from Indian waters and moving towards Port Fujiriyah in the United Arab Emirates (UAE). When asked why they did this despite several warnings issued by the Port Trust, the Coast Guard and the navy, Sergiy said that he was only following the orders of his superiors from the shipping company that owns the ship. A team from the Ukraine consulate general's office visited the Yellow Gate police station along with its lawyer. They were allowed to meet the arrested accused and they were satisfied with the investigation being carried out. Deputy commissioner of police, Port Zone, Quaiser Khalid, said, "We will have to check all the communications of the ship to verify if the statements given by the accused are true and on what grounds they were told to leave Indian waters. The

communication between the complainant and the ship crew will also be checked to know why they took this step." The other three arrested — the vessel's radio officer, deck officer and chief engineer — were arrested as they did not try to stop the captain despite knowing that several alerts and signals were sent by maritime and security agencies. The Dornier aircraft flying above the vessel had also alerted them but they did not stop. Finally, naval vessel **INS Agray** intercepted them. They did not stop despite warning shots. **Agray** had to fire above the vessel's bow to make them stop. **Source : Agency: DNA**

## Owner asked us to flee: ship captain

The captain of the merchant vessel **MV Dynamic Striker**, which had tried to flee with cargo worth Rs 40 crores on Monday from outer anchorage of Mumbai, told the Yellow Gate police that he was following the instructions of the owner of the ship. The captain, Ivanychev Sergiy, and three crewmembers, who are said to be radio officers of the vessel and communication and navigation assistants, were arrested on Thursday and remanded to police custody for seven days. Sergiy has confessed to the police that he was instructed to leave the city.

"Being captain of the ship, Sergiy was in charge and the sole decision maker. His confession that he had fled was enough for us to arrest him," said Chandrakant Naik, senior inspector, Yellow Gate police station. When asked whether the owner of the vessel would be summoned for questioning, Naik said: "We will call them for questioning, but since they are foreigners it will take time." The arrested persons have been booked for criminal breach of trust, deterring public servant from discharging his duties, act endangering life or personal safety of others and several other sections of the Indian Penal Code. "We will now record the statements of the other three crew members and ascertain their role," said Naik. Meanwhile the police, in its remand application filed before the court to take the custody of the accused, said they wanted to verify the documents pertaining to the ship and the accused. The police want to check whether the ship had violated any rules while entering the Indian waters. **Source : Hindustan Times**

### Comment by Mikhail Voytenko :

*Source I can't name said there are unconfirmed rumours, that London Court ruled not to offload cargo as cargo owner, company Ispat industries, failed it's obligations under the contract. Vessel stayed in Mumbai from Oct 28, and ran out of food and fresh water. Director or management of Ispat industries is tightly connected with authorities, or Ispat industries is partially state-owned, but all in all, shipowner and vessel's crew were under pressure to offload cargo before payments were made. India is as well-known for, to put it mildly, discrepancies between laws and their fulfilment, as Russia or African states. To name things as they are, India is as corrupted as Russia. Let me remind or let it be known for those who doesn't know, that almost two years ago under the same circumstances Russian Border Guard sank HK-flagged general cargo **New Star**, half of the crew perished in icy winter Japan sea waters. The cargo owner had a dispute with shipowner, and though Court (Russian by the way court) ruled in favour of shipowner, cargo owner used his connections with Russian Border Guard, and the whole story turned from a commercial dispute to tragedy. **Source : Mikhail Voytenko***

## Two crews hired to bring home tugs

A Shetland firm run by Sullom Voe tugmen has been hired to bring home the two new council tugs from their Spanish shipyard now that their performance failures appear cured.

Shetland Maritime has been brought in by Unión Naval Valencia (UNV) yard to deliver the twin £7 million tugs after it was unable to spare its own crews for the trip due to pressure of work. The **Solan** is almost ready to leave the Mediterranean port after successful sea trials and a marine survey which followed yet more modifications to iron out technical problems. She was originally due in Shetland more than seven months ago. Her sister ship, **Bonxie**, is not quite as far advanced but council harbourmaster Roger Moore said this week it was still possible both would be brought over by Christmas, perhaps together. The council has a tug crew out in Valencia at the moment with Captain Moore and Maritime and Coastguard Agency inspector Angus Graham. The 40-metre ships are being tested for manoeuvrability, speed and to ensure their systems and equipment all works.

The main problems have been that the tugs would not steam in a straight line and the exhausts were not functioning properly. The council said it would withhold final payments until the tugs were deemed satisfactory and achieved certification by Lloyds and the MCA. Captain Moore said they had now lived up to expectations and to the contract requirements. According to Zander Simpson of Shetland Maritime, UNV got in touch earlier in the year when the

number of drydocking jobs it had meant it would not be able to deliver the tugs. But the handover was delayed anyway. More recently the yard decided it wanted to avoid the high costs of overtime in sending its crews to Shetland with the ships, asking Shetland Maritime to deliver them instead.

Mr Simpson, who is also master of the Sullom Voe tug **Dunter**, has been putting together two six-strong crews with experience of the Voith propulsion units being used on the new tugs. They include tug crew members and some other local men. But he has also required to draw on his marine contacts elsewhere to source the numbers required.

Mr Simpson said on Wednesday: "I'm hopeful that I will get the 12 men but whether they have the two tugs ready I don't know." A mistaken impression has been doing the rounds that the council was having to hire its own tugmen to bring home the boats that they would later be working on. But this was dismissed by harbour board chairman Alastair Cooper who said the council required the yard to deliver the tugs to the pier at Sella Ness. "That's our requirement and that's what we're looking for," he said. "Any delivery is between the yard and their contractor."

Under the tug contract the council will also recover the extra costs of having the team of men currently out in Spain because of the teething troubles. The council decided to order replacement tugs in 2006 and had hoped they would be delivered in 2009. The deal was eventually signed in March 2007 but a world-wide queue for engines meant early 2010 was the target delivery date. The first one was launched in December last year and was due to arrive in April. Shetland Maritime was set up eight years ago and is registered to Mr Simpson's house in Lerwick. It has two other directors: John Halcrow from Burra, who works on the tugs, and Mr Simpson's wife Margaret.

Mr Simpson said he did a range of work as a general marine consultant, including with oil shipping company Noble Denton and assisting with the **Bibby Challenger** accommodation barge that is currently in Morrison Dock waiting to go to Norway on a contract. The Spanish tug job would be the company's first vessel delivery, he said. **Source : The Shetland Times**

## ROTTERDAM CLASSICS

ROTTERDAM CLASSICS Lantaren Venster

Zondag 12 December 15:00 uur

Otto Reuchlinweg 996, Rotterdam



**Pim Korver** maakte vanaf de jaren zeventig internationaal naam met opdrachtfilms over maritieme onderwerpen. Daarnaast was hij voor Rotterdam ruim veertig jaar lang cameraman-correspondent voor het NOS Journaal. Vanwege zijn verdiensten voor de stad werd hij in 2006 onderscheiden met de **Wolfert van Borselenpenning**. Enkele representatieve en spectaculaire voorbeelden van Korvers werk zullen worden vertoond in aanwezigheid van de filmmaker. Dit programma toont het resultaat van de samenwerking tussen het **Gemeentearchief Rotterdam** en het **Maritiem Museum** op het gebied van hun audiovisuele collecties. Totale duur van het programma ca. **85 minuten**.

**CARRY ON NEDLLOYD (1983)** Diverse NedLloyd transporten, Rotterdam verbonden met de wereld

**ROTTERDAM WELZEKER (1984)** Radarsysteem Rotterdamse Haven  
MARCH 6, 1987 Internationaal gelauwerde film over de berging van de veerboot **Herald of Free Enterprise**, voor Smit Tak

**Journaalitems (1978-1991)** Ramp Eco Marino, Sleepbootstaking, Ponton 010, Binnenvaartstaking, Fusie ECT, Explosie DSM.

Voor nadere info kunt u contact opnemen met Anouk de Haas Gemeentearchief Rotterdam:  
[a.dehaas@gar.rotterdam.nl](mailto:a.dehaas@gar.rotterdam.nl)





The **TSVLIRIS UNITY** seen moored in Colombo – Photo : Fulko Roos ©

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The **MSC DANIELA** seen enroute Antwerp – Photo : Alain Dooms – [www.tugspotters.com](http://www.tugspotters.com) ©

## FIVE OCEANS REFLOATS COLOSSUS



Five Ocean Salvage (FOS) was involved in the refloating operation of the Ro-Ro **"COLOSSUS"** which ran aground on 18th of November at the southern tip of Lefkada island (Ionian Sea).



The vessel was refloated by FOS owned tug **CARIBBEAN FOS** next day 19th of November



# ADMIRALTY SHIPSALES JUDICIAL SALE BY PUBLIC AUCTION of the motor vessel "SCAN BRASIL"

(Currently arrested in Durban Harbour, South Africa)  
on THURSDAY the 9th December 2010 at 11H00 LMT

Notice is hereby given that the Natal High Court, Durban, (in the exercise of its Admiralty Jurisdiction) in Case No. A159/2010, has ordered that the motor vessel "[Scan Brasil](#)" be sold by means of Judicial Public Auction.

Admiralty Shipbrokers & Consultants ("Admiralty Shippingsales"), the company duly appointed by the abovementioned Court together with A.R. Brink & Associates, will conduct the said auction at **Edward Nathan Sonnenberg's, 1 Richefond Place, Ridgeside Office Park, Umhlanga, Durban on the 9th of December 2010 at 11h00 LMT.**



**The following are the basic particulars of the vessel mv "Scan Brasil":**

Type of vessel	: RoRo/LoLo, Mpp Carrier	GRT/ NRT	: 8831 / 2793
Call Sign/ IMO	: DCJX2 / 9268710	DWT / LT.SHIP	: 6785 / 5067 MT
Port of Registry	: Wolgast	Main Engines	: MAN B&W 12V 32/40
Built	: 2003	Cranes	: Liebherr 2 x 240 t / tandem 480 t
LOA/ Beam	: 126.84 m / 118.55 m	Cargo Decks	: Stern Ramp – Ro-Ro Deck
Class	: Germanischer Lloyd 2 x Lower Holds		

The above particulars are given without warranty and are for the purposes of identification only. The vessel will be sold free of encumbrances and liens by operation of law and subject to the Conditions of Sale, copies of which, together with photographs, schedules, Status pf Certificates, Deck Plans and Ship's Drawings, will be made available on request or can be accessed via the internet at <http://www.admiralty.co.za> under "Auctions". Bidders on behalf of third parties will be required to produce a written Power of Attorney, authorizing them to bid and to sign the Conditions of Sale. All cheques or drafts should be made payable to the "**Registrar of the High Court – Scan Brasil Ship Account.**" The vessel may be inspected on application to;

**Admiralty Shippingsales** (Capt. Roy Martin) - 59 Westville Road, Westville, Durban, South Africa – Office Tel: +27 31 267 1795 , Fax: +27 31 267 0316 , Mobile No: + 27 82 925 1914 , E-mail - [martin@admiralty.co.za](mailto:martin@admiralty.co.za)

**A.R. Brink & Associates** (Capt. Allen Brink) – A R B House , 143 Maydon Road , Maydon Wharf , Durban , South Africa – Office Tel: +27 31 206 1861 , Fax: +27 31 206 1860 , Mobile No: + 27 82 551 7890 , E-mail – [survey@arbrink.com](mailto:survey@arbrink.com)

or to the arresting attorneys:

**Edward Nathan Sonnenbergs** (Ms. K Pitman)-1 Richefond Place, Ridgeside Office Park, Umhlanga, Durban 4320 – Direct Tel : +27 31 301 9340 , Fax : +27 31 301 9343, Mobile : +27 82 787 9496; e-mail : [kpitman@ens.co.za](mailto:kpitman@ens.co.za)



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## NAVY NEWS

### Honoring the Marines

Russia celebrates Marines Day



On November 27, Russia celebrates Marines Day. The first Marine regiment was formed on that day in 1705 for the purposes of taking over enemy ships and landing on hostile shores. In the 300 plus years since, the Marines have had their ups and downs. The fate of the Marines has always depended on the Navy, and the fighting force reached its zenith in the latter half of the 20th century, when the Soviet Navy was second only to U.S. Navy.

**What the Marines do**

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 333

The modern Navy is the only branch of the military that can carry out missions at sea, on the ground, in the air and underwater, ranging from tactical operations in local conflicts to strategic operations during a global nuclear war. The Marines are an essential element of the Navy's versatility and self-sufficiency.

The key to understanding the capabilities of the modern Marines lies in expeditionary strike groups, the backbone of which is formed by Marine units deployed on amphibious assault ships. These groups include warships, aviation and auxiliary vessels and are capable of carrying out wide-ranging missions, up to and including conducting a small war.

The Marines would not be nearly as effective without amphibious assault ships, which can carry a Marine battalion (or even a regiment) with equipment and armaments. From these ships Marines can be deployed by boat or helicopter. Unlike traditional big vessels that land Marines on the shore, these ships can stay beyond the horizon. This adds the element of surprise to a landing and reduces the risk that the landing ship will be damaged or destroyed by enemy fire.

These groups can be used both in combat and as a powerful tool of influence. In concert with diplomacy, they can help shape developments in different regions in Russia's favor. They can also be used for peacekeeping, rescue and other humanitarian missions. The U.S. Marines, for instance, helped Haiti to restore order and provide relief to the population after the devastating earthquake this year.

The United States has the largest number of amphibious assault ships and is the only country with experience forming expeditionary strike groups. Other countries, such as France, Spain and South Korea, have started forming them relatively recently and are only beginning to gain experience.

### New horizons

The Defense Ministry's plans to build or purchase fully equipped amphibious assault ships for the Navy - and the greater expeditionary capabilities that these plans imply - are often met with misunderstanding. A pessimistic outlook on our naval capabilities is justified by the past 20 years. At the same time, it is important to understand a few points.

As Russia gains more economic power over time, it is bound to require effective instruments of hard and soft power, which will allow it to influence developments not only on the ground in adjacent countries, but also in the world's oceans (whose resources are becoming increasingly important) and in important coastal zones. It is essential to remember that the Navy has the longest restoration cycle of all the armed services - it takes years to build ships, form units, and train personnel.



To prepare for potential challenges in the 2030s and 2040s, Russia must immediately start building ships and developing concepts for their use. All the more so considering that naval operations will become increasingly important owing to the expansion of freight traffic by sea and the growing development of shelf resources and fishing. Russia's

Far East will also become more important owing to the economic potential of the local waters and shelf, and the unresolved disputes between countries in the region, from the Korean Peninsula to the Kuril Islands.

### Where do we stand today?

Russia currently has several Marine brigades, regiments, individual battalions and squadrons that are part of its four fleets and the Caspian Flotilla. Structurally, Marine units are subordinate to the head of the Navy's Coastal Forces. Without amphibious assault ships and large helicopter carriers, Russia cannot have any expeditionary potential. The capabilities of the Marines are mostly limited to coastal defense of its naval bases or tactical landing operations nearby. A considerable part of Marine landing ships and boats have become obsolete and need to be replaced.

The Defense Ministry understands this and plans to order amphibious assault ships (Mistral class ships, most likely) and to continue building next-generation large landing ships. The leading ship of the new **Project 11711 Ivan Gren** will be commissioned next year. In parallel, Russia is upgrading Marine combat and auxiliary equipment by producing new armored personnel carriers, infantry fighting vehicles, self-propelled units and trucks. To make Marine units more effective, they must be provided with the latest communication and control systems, drones and other hardware. This will make it easier to command Marine forces and decrease field losses. **Source : Rian.ru**

## SHIPYARD NEWS

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The TSHD **DARSHANI PREM** seen moored at the shipyard in Colombo (Sri Lanka) – **Photo : Fulko Roos ©**



## Bangladesh to deliver ships to Germany

Bangladesh is set to hand over two of its largest-ever sea-faring cargo vessels to a German company on Friday. The 100-metre long ships can safely carry 5,200 tonnes at a go. The ice-class ships, built completely under supervision of Bangladeshi engineers, would be handed to Gona Shipping Limited at Chittagong Dry Dock.

Industries minister Dilip Barua, German state secretary of federal foreign office Martin Biesel and German ambassador to Bangladesh Holger Mitchell will be present when the Germans take delivery of the ships. At a press meet at Hotel Agrabad in the port city on Wednesday, officials of the Bangladeshi ship builders, Western Marine Shipyard, also said that the two ships – MS Gona Ammersum and Gona Biessum – costing Tk 1.6 billion have been carved out of roughly 3,000 metric tonnes of steel. “The two ships have been built in line with the latest standards of International Maritime Organisation and can travel in adverse situations such as in ice cold weather. They mark Bangladesh’s step forward in the ship-building industry,” Western Marine’s chairman Saiful Islam said.

“We are building ten other similar ships for Gona Shipping.” The construction of the ships, begun in 2009, has taken 1 million work-hours. The ships completed their sea trials on Nov 15, the officials added. Western Marine’s managing director Shakhawat Hossain and representative of the ordering company Marku Vedder were present at the press briefing. **Source: Bdnews24**



New AHTS seen under construction at the Jaya shipyard in Batam - **Photo : Piet Sinke ©**

## ROUTE, PORTS & SERVICES



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The **CS CAPRICE** seen in Rio Grande – Photo : Marcelo Vieira ©

## Irish Continental confirms ferry talks

Irish Continental Group plc confirmed it is in advanced talks with an unnamed party regarding a long-term charter and/or sale of the ferry **Bilbao**, which recently completed a 17-year charter to P&O European Ferries. Its statement followed recent speculation. No agreement has yet been finalised by the boards of ICG or the other party involved in the discussions. A further announcement would be made in due course. Shares were flat at 15.13.

Source : [StockMarketWire.com](http://StockMarketWire.com)

## SEE THE DEPARTURE OF THE SINGAPORE INSPECTOR FROM ROTTERDAM AT :

<http://www.youtube.com/watch?v=uVAkVhr4z3Q>

## NEDERLANDSE MARITIEME LUNCH IN SINGAPORE

Beste Maritieme Medelanders,

Na een succes volle start van de Nederlandse Maritieme Lunch enkele maanden geleden, wilden wij U hierbij uitnodigen voor de volgende lunch te houden op **vrijdag 3 december**.

Dit keer een "speciale" lunch daar volgende week in Singapore de offshore beurs OSEA word gehouden, waardoor veel Nederlanders in Singapore zullen zijn !

Via deze weg willen wij de "Maritieme" Nederlanders uitnodigen voor deze lunch, wat tevens een uitstekende plaats is om te netwerken, en kennis te maken met de "lokale" Maritieme land genoten.



De lunch, welke o.a gesponsord word door "FRANKLIN Europe" en "TAT HONG" , zal dit keer worden gehouden in de TRADEWINDS BAR van de :

## Hollandse Club in Singapore

op **vrijdag 3 december 2010** tussen **12:00 en 14:00 uur**

22 Camden Park

Singapore 299814

Tel : +65 6464 5225

[www.hollandseclub.org.sg](http://www.hollandseclub.org.sg)

Namens :

Hendrik ten Hoeve – Compass Energy

Rik Zwinkels – Hallin Marine

Richard van der Werf – T&T Bisso Salvage Asia

Renier van den Bichelaar – Smit Salvage Singapore

Piet Sinke – T&T Bisso Salvage Asia

## Maritieme club "de Ruyter" – Singapore

Als U van plan bent aanwezig te zijn, gelieve even een mailtje te sturen naar [clubderuyter@gmail.com](mailto:clubderuyter@gmail.com) zodat wij er rekening mee kunnen houden voor hoeveel personen er nasi goreng ☺ gemaakt moet worden



## SA wants growth in cruise tourism



South Africa planned to go big on developing cruise tourism, Tourism Minister Marthinus van Schalkwyk said on Friday.

Left : The **OCEAN PRINCESS** seen in Cape Town. Photo : Ian Shiffman ©

"We need to grow this industry which has a huge potential of creating jobs and to grow the economy," he said during the launch of the Cruise Tourism Report on the luxurious passenger ship, **MSC Sinfonia** in

Durban Harbour. Van Schalkwyk said the cruise industry had huge potential and stressed that government needed to invest in this industry to make it possible for it to grow. "When I came here, I expected a modern passenger terminal. There is a lot of work to do. All spheres of government need to work together to ensure that there is investment," he said.

He said government wanted to make sure that South Africans were participants in the cruise industry through the job opportunities that could be created and also by operating cruise liners. Speaking during the launch, KwaZulu-Natal tourism MEC Mike Mabuyakhulu said the province saw the cruise industry as lucrative.

"One of the major coups we have pulled off is to engage the organisers of the Sea Trade to convene a Sea Trade Africa workshop in Durban," he said. The workshop would see leading executives of the major cruise liners invited to expose them to the cruise potential of East Africa and the Indian Ocean Island, he said. "We have developed a strategy and an action plan to develop cruise tourism potential of our province and the rest of the East Coast of Africa," he said. KwaZulu-Natal was an active member of the Cruise Indian Ocean Association and also part of the secretariat of the cruise body. "The conference will hear from cruise line experts on what they want to see from Africa as a destination in terms of terminal operations, infrastructure and hospitality," he said. The issue of off shore excursions and regulatory environment as well as the region's own potential as a source market for cruise passengers would be discussed during the workshop, he said.

"Today's launch of the cruise tourism report therefore signals a clear commitment from the government to ensure that cruise tourism becomes one of the key pillars of the tourism industry," said Mabuyakhulu. In the basket of tourism products, cruise tourism was like a newly discovered star which needed to be fully exploited, Mabuyakhulu said. Van Schalkwyk said the development of cruise tourism as a niche market would enhance South Africa's reputation as a world class tourism destination. "The global cruise tourism industry has experienced significant growth over the last three decades, expanding from 1.4 million passengers in 1980 to the estimated 15.4 million by 2009," he said. –

Source : Sapa - iol.co.za

## CARIBOU RETIRES

MV **Caribou** made its final departure from Port aux Basques this morning while Marine Atlantic and town officials watch from Coast Guard Hill in the south-west coast community. The ferry will go to North Sydney to be decommissioned and will then be sold. The retirement of the Caribou marks another milestone in the transition to a modern and efficient fleet as Marine Atlantic will soon welcome the arrival of the **MV Blue Puttees** and the **MV Highlanders**. The **Caribou** made its inaugural voyage on May 12, 1986, crossing the Gulf of St. Lawrence from North Sydney to Port aux Basques. Displacing over 16,000 tonnes and measuring 179 metres in length, she was the largest ferry ever built in Canada when it entered service. The vessel was named in memory of the **SS Caribou** that

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was sunk by German U-boats in the Second World War killing 137 passengers and crew. "The retirement of the MV **Caribou** from the Marine Atlantic fleet will certainly be a bittersweet day within our corporation," Wayne Follett, Marine Atlantic president and CEO, said in a news release earlier this week. "While we are very excited about the potential of our new vessels and moving towards a modern and efficient fleet to better service our customers, we have many fond memories of the MV Caribou and the service she provided over the past 24 years. While the time has come to replace her, we will always recognize the contribution she made to our fleet during her years of service." During her 24 years of service, it is estimated that the **MV Caribou** made over 16,000 trips, carried approximately three million passengers and over two million vehicles between Newfoundland and Labrador and Nova Scotia. **Source :** **Evening telegram**



Jan de Nul's **LEONARDO DA VINCI** seen at Singapore Eastern Working Anchorage.

**Photo : Luc Verley ©**

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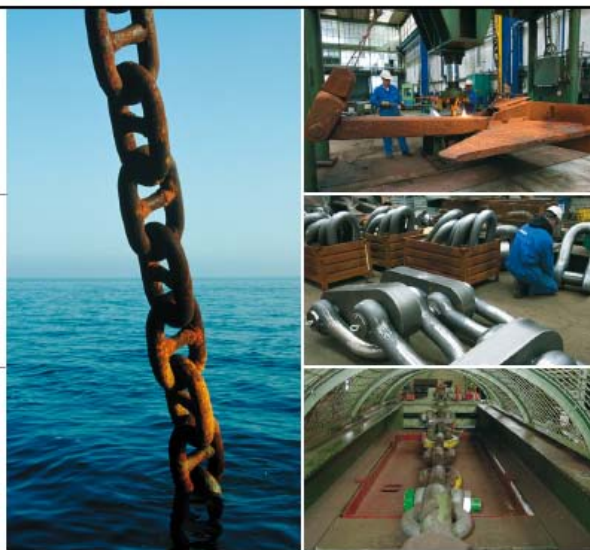
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## Zim Extends Recovery With \$37 Million Profit

Israeli ocean carrier Zim turned a \$37 million net profit in the third quarter after losing \$208 million a year ago as increased cargo volumes, higher freight rates and lower costs helped the company back toward recovery from near collapse in 2009. Revenue soared 77 percent to \$1.05 billion in the three months ending in September from \$596 million a year ago.



The **ZIM CONSTANZA** seen moored in Felixstowe – Photo : John K. Simpson ©

Zim earned \$145 million before interest, tax, depreciation and amortization in the quarter compared with a \$109 million deficit in the same period in 2009 and the operating profit of \$96 million compared with a year-earlier loss of 153 million. "The improvement in global trade conditions is an important factor contributing to Zim's strong results in the third quarter," said Zim Chairman Nir Gilad, who is also CEO of Zim parent Israel Corp. "The efficiency measures taken by the company are also beginning to bear fruit and their contribution to the company's positive results are also very significant." Average freight rates jumped 46 percent in the third quarter to \$1,496 per 20-foot container. Container volume grew to 596,000 TEUs from 455,000 TEUs in the quarter and reached 1.65 million TEUs in the first nine months of the year, up 27 percent from the 2009 period. The third quarter income follows a slim \$3 million net profit in the previous three months. Zim lost \$332 million in 2009 and \$432 million in 2008, and industry observers said the company's survival was in doubt as financing dried up following the collapse in the financial sector and downturn in trade. Source: Journal of Commerce

## Quarantine officials monitor Visayas ports for bird flu

The Bureau of Quarantine office in Western Visayas is monitoring incoming passengers at international ports in the region to prevent the entry of the bird-flu virus. Dr. Lino Gregorio, head of the Bureau of Quarantine in the region, said on Thursday their personnel were using hand-held scanners in monitoring the passengers of ocean-going vessels from foreign ports arriving at the international port in Loboc, Iloilo. Passengers of international flights arriving at the Kalibo International Airport also pass through a thermal scanner.

The province had earlier started conducting surveillance in seven barangays in Himamaylan City that had been identified as among the 20 critical areas in the Philippines for the presence of migratory birds that could be carrying the virus. These barangays are Suay, Talaban, Aguisan, Saraet, Caradioan, Tooy and Buenavista.

Meanwhile, Negros Occidental Governor Alfredo Maraon, Gregorio and Dr. Sebastian Tabuga, also from the Western Visayas Bureau of Quarantine, on Thursday signed a deed of usufruct that will allow the Bureau of Quarantine to use a 516-square-meter lot owned by the government for the establishment of its provincial office at Barangay 39, Bacolod



City. The deed states that the bureau could construct a building on the lot and make improvements on it for a period of 25 years. The deed could be renewed on mutual agreement of both parties.

The signing was held at the Governor's Office at the Capitol in Bacolod City. **Source : Inquirer**

## **Phuket VIPs greet cruise ship passengers**

Phuket officials gathered in Patong yesterday to welcome 900 tourists who arrived from Indonesia aboard a Royal Caribbean cruise ship. Wannaprapa Suksomboon, deputy director of the Tourism Authority of Thailand (TAT) office in Phuket, said her office hopes to encourage more Indonesian tourists to visit Phuket.

Officials from the TAT, Patong Municipality and Kathu Police welcomed the tourists as they disembarked from the seasonal pier at the south end of Patong Beach at 10am yesterday. The arrival was another indication that the high season for tourism is here, Mrs Wannaprapa said.

The visit would serve to make Phuket's attractions better known to Indonesians and stimulate the inbound market from that country, she said. The tourists would spend two million baht on the island, she estimated.

No fewer than five cruise ships arrive in Phuket every month, each generating at least one million baht in tourism revenue. Most of the tourists are from Singapore, Malaysia and Indonesia, she said. Current hotel booking rates in Patong are 90%, compared to 70% in Phuket Town. Full occupancy is expected over the holiday period in December, she said. Chinese tourists are increasingly interested in spending Chinese New Year in Phuket.

Hotel reservation rates island-wide are currently about 80% for the Chinese New Year period in early February, she said. In a related development, Indonesia AirAsia will launch a new route connecting Darwin, Australia and Bali, Indonesia on December 23.

The service will provide travelers with same-day connections to popular Asian destinations including Phuket and Bangkok, the industry website AviationRecord.com reported. **Source : phuketgazette.net**



## **Icebreaking tug on way to Great Lakes**

The crew of the Coast Guard Cutter **Morro Bay**, a 140-foot icebreaking tug, will arrive in the Great Lakes region a few weeks, departing New London, Conn. The **Morro Bay** crew will assist other Coast Guard members with ice breaking operations that are vital to keeping shipping lanes open.

"Icebreaking in the Great Lakes region is a tremendously important annual mission for the Coast Guard, and we'll do all we can to keep the public safe and facilitate the flow of commerce," said Rear Adm. Michael N. Parks, commander of the Ninth Coast Guard District.

"We appreciate the **Morro Bay's** assistance, and look forward to working side-by-side with them and our Canadian counterparts." The Ninth Coast Guard District includes Lake Michigan and Green Bay. **Source : Press-Gazette**

## OLDIE – FROM THE SHOEBOX



The launch of the first ferry of Norfolk Lijn NV of Scheveningen, Holland of m.v. “**Duke of Holland**”. This watercolour was made by **Frank Haalmeijer** in later years (1982), using his memories of this event from a selfmade photo. The launch took place on 12 October 1968 at the Shipyard of A. Vuijk in Capelle aan de IJssel, Holland under yardnumber 829.

Photo / watercolor : Capt. Frank Haalmeijer ©

The “**Duke of Holland**” (IMO 6900446) entered service between Scheveningen and Great Yarmouth on 9 January 1969. With her first deepsea master, **Laurens Hoedemaker**, she did many crossings. With her gross tonnage of 759 and a length of 75 meters, she started as a deepsea vessel. But only 6 month later, the law changed for coastal vessels. The tonnage was not longer the border between coastal vessels and deepsea vessel, but the length of < 75 meters was the new regulations. As from that time she became a coastal vessel, which had several profits to her owner such as less crew etc. The ship was sold in 1982 to France and sailed respectively as **Tourlaville**, 1984 renamed in **Christina Kavada** (Cyprus), 1986 as **Pantellaria** (Italy) and sailed for 24 years in the Mediterranean. The last report is: 2010 sold to Cambodia to unknown owners.

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



Iskes tugs **BRENT** and **GINGER** during the christening ceremony last week

Photo : Joop Marechal ©

## HISTORISCHE REDDINGBOTEN IN ÉÉN BOEK BIJEEN



De nautische vereniging **Oude Reddings Glorie (ORG)**, dat is de vereniging van eigenaren van voormalige reddingboten, heeft het initiatief genomen om een boek te laten verschijnen waarin 65 Nederlandse reddingboten uit de vorige eeuw zijn beschreven. Het is een boek over varend maritiem erfgoed. Deze boten deden dienst langs de Nederlandse kusten. Ze hebben duizenden schipbreukelingen onder vaak benarde omstandigheden weten te redden. Het merendeel van deze schepen is tot op de dag van vandaag nog in de vaart, in eigendom van musea, stichtingen of van particulieren. Er zijn echter ook reddingboten verongelukt, zoals de Brandaris van het station West Terschelling die op 21 oktober 1921 met man en muis is vergaan.



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Met liefst 360 illustraties en foto's en 160 pagina's is dit een schitterend geïllustreerd document geworden. Daar zijn unieke foto's bij die zelden of nooit eerder zijn gepubliceerd **Jan Heuff**, fotograaf en publicist op Terschelling heeft het boek geschreven en samengesteld.

Daar ligt een monnikenwerk aan research werk aan ten grondslag, maar dat maakt dit boek dan ook uitzonderlijk. De afbeeldingen zijn niet alleen van de auteur, maar komen ook uit archieven en particuliere collecties. Het boek is uitgegeven ter gelegenheid van het tien jarig bestaan van ORG en kon tot stand komen dankzij de financiële hulp van een aantal fondsen en particuliere bijdragen. Daardoor kan de verkoopprijs van dit gebonden boek met hard koft relatief goedkoop blijven. Het is voor **€ 28,50** in de boekhandel te koop, uitgegeven door Flevodruk in Harlingen, ISBN 978-90-70886-95-0. Het eerste exemplaar werd vrijdag 26 november in het boothuis van de reddingmaatschappij in Harlingen aangeboden aan de heer van Boven van de KNRM door de voorzitter van de Organisatie Oude Reddingboten (ORG) **Ynse de Jong** in het boothuis van de reddingmaatschappij in Harlingen. Op de foto is links door het raam nog de vertrekkende veerboot "**Friesland**" van rederij Doeksen zichtbaar.

