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The KING SEAWAYS seen arriving at the river Tyne - Photo : Derrick Johnson ©

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The **FRI WAVE** seen enroute Amsterdam – Photo : H. Blomvliet ©

Yacht shipment hijacked by pirates, crew killed

Cruising sailors wanting to pass between the Indian Ocean and the Mediterranean have always had a fail-safe option, that of having your yacht shipped through the dangerous pirate zone. However, with the hijacking of the German freighter the **Beluga Nomination**, which was carrying a shipment of yachts, that option now seems less than secure also.

The story of the hijacking of the **Beluga Nomination** reads like a novel so unbelievable you might put it down as being too far fetched. The attack took place in the Indian Ocean, 390 nautical miles north of the Seychelles. The MV **Beluga Nomination** is an Antiguan and Bermudan flagged, German owned, general cargo vessel which was on passage from Malta to Port Victoria in the Seychelles at the time of the attack.

The nearest EU NAVFOR warship at the time of the attack was over 1000 Nm away and the remainder of the EUNAVFORs warships were even further away.

The crew holed up in a 'safe room' for several days, but the pirates finally gained access with a blow torch. In a botched rescue attempt one or more of the pirates was killed, so they killed a crew member in retribution. Others then escaped into one of the ship's lifeboats, a small, completely enclosed craft mounted on the stern of the 132-meter ship. They then activated the freefall lifeboat and catapulted it into the sea.

Two of those have been rescued by a Danish navy vessel, but two others are missing possibly drowned. Now it appears that only the surviving pirates, the captain and two sailors are still on board. Since then the ship has been travelling towards Somalia, and then drifting when they had problems with fuel.

Advice for yachts:

The NATO Shipping Centre has this latest advice for yachts: 'The danger of piracy in the Gulf of Aden and Somali Basin is high and continues to increase. Naval forces strongly recommend that yachts do not transit this area. Merchant ships use Best Management Practices (BMP) to win time for the naval forces to assist them. With a low freeboard and slow speed, yachts are particularly vulnerable to pirate attack. Any direct response from naval assets will depend on the proximity to the incident and may not occur. 'BMP3 and the self protection measures described in them were not designed for cruising yachts nor will they be sufficient to prevent boardings by Somali pirates. '

Source : Sail-World Cruising



The **HINO KHUSH** seen at the Pusan (South Korea) anchorage

Photo : Capt Neil Johnston – Master **Salviscount** ©



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Japanese whalers claim Sea Shepherd disabled ship, then ignored distress call

JAPANESE whaling vessel is in distress in the Southern Ocean following a skirmish with conservation activists. Both sides traded accusations following Friday's incident about 3700km south-east of New Zealand in the Ross Sea.

Japan's Institute of Cetacean Research says its harpoon vessel, **Yushin Maru 3 (YS3)**, was attacked by the **Gojira** and the **Bob Barker** from the Sea Shepherd Conservation Society. The Sea Shepherd fleet and their zodiac boats deployed wire ropes known as "propeller foulers" which disabled the **YS3** about 11.10am (AEDT), the Institute said.

The Society did not claim responsibility for any disabling and said it was the **YS3** that was chasing them and turned into the **Gojira** in an attempt ram the vessel. "We just narrowly avoided being cut in half," Captain Locky MacLean of the **Gojira** said on the Society's website.

One of the fleet's small craft was showered with bamboo spears from the **YS3**, the website says, but no one was hit. The fleet did fire stink and paint bombs at the **YS3** to try to stop the vessel following the **Bob Barker**.

Captain Paul Watson, founder of the Society, said the **YS3** was trying to distract the **Gojira** and **Bob Barker** in order to keep them away from the Institute's two other harpoon vessels and its factory ship. He also said the **Gojira** received the **YS3's** distress call and responded three times with an offer of assistance but did not get an answer.

"They say they're in distress and we're standing by," Captain Watson said. "The **Gojira** is right beside them and they refuse to answer our calls." The Institute said the Shepard fleet ignored the distress call, which Captain Watson said was "absolutely not true".

Captain Watson said the **YS3** remains idle and the **Gojira** will stay by her side, ready to assist. The **Bob Barker** has since left the area and is currently looking for the **Nisshan Maru** - the fleet's factory ship. Captain Watson is in command of the fleet's flagship vessel, the **Steve Irwin**, and returned to Wellington, New Zealand, yesterday to refuel and pick up supplies.

The **Steve Irwin** departs on Tuesday night for the Southern Ocean. He said the Society's fleet intercepted the Japanese vessels before they started their annual hunt in the Southern Ocean in late December and have kept two of the three harpoon ships from killing any whales.

"They are going to have a disastrous year as far as catching whales," Captain Watson said. The annual whaling season ends in mid-March. **Source : HeraldSun**

NEW TRIO FOR SVITZER



Photo : Bent Mikkelsen ©

Above seen one of the new Svitzer trio - the T-class. **Svitzer Tyr** is pictured at Frederikshavn just prior it left for Gothenburg. **Svitzer Tyr** - and her sister **Svitzer Trym** - arrived at Frederikshavn after 15,000 nautical miles delivery voyage from Quindao in China. **Svitzer Tyr** left for Singapore to pick up a brand new barge and towed across the Pacific Ocean to Talara, Peru. Then she sailed without tow via the Panama Canal and Ponta Delgada direct til Frederikshavn. **Svitzer Trym** sailed across via Panama without any tow. The third sister in this series, **Svitzer Thor**, left the shipyard in Quindao in the end of January and headed for Denmark via Panama too.

Svitzer Tyr and **Svitzer Trym** have presently Danish flag with Aarhus as port of registry, but eventually be handed over to the Swedish operation in Svitzer Scandinavia. Originally the plan was to used Swedish flag, but lately Svitzer has changed several of the tug to Faroese flag in order to cut cost as the Swedish government has rejected to create a second register like most other countries. **Svitzer Tyr** will in the future work in the western part of Sweden (Gothenburg and the oil refinery at Brofjorden), while **Svitzer Trym** will work in the western part (Nynashamn, Oxelosund and Stockholm) with base in Oxelosund.



Left : The **SVITZER THOR** arrived in Keelung during her delivery voyage from Qindao, the tug is awaiting instructions at present - **Photo : Peter Lee ©**

Both have full ice class, with **Svitzer Thor**, which is destined for Danish operation is without iceclass.

Technically: Length overall: 33.3 m, breadth 13.0 m draft 5.0 m. 641 gt, 192 nt , 430 dwt. Powered by a double Niigata plant - type 8L28HX - with a total output of 4.400 kW to a servicespeed of 12.5 knot or 74 tons bollardpull. The

tugs are fitted with a large towing winch (placed in-doors) fitted with 1,000 metres of 54 mm towing wire with a breakload of 207 tons. Class: Lloyds Register + 100A1 Escort tug, FiFi 1 (2,400 cbm/h) with waterspray, IWS Ice Class 1B.



The **WAN HAI 503** seen outbound from Rotterdam – Photo : Kees Torn ©

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The **BELUGA MEDITATION** seen riding the waves in the German Bight underway to Rotterdam.

Photo : Ralf Kroon ©

Rhine Accident Underlines Need for European Approach

The accident with the chemical tanker barge Waldhofa that occurred on the river Rhine near Sankt Goarshausen on 13 January has seriously hampered barge traffic for several weeks. It is absolutely necessary that safety aspects are taken seriously in the removal of the wreck, especially since explosion risks are involved, said ESPO Chairman Victor Schoenmakers, But it is unacceptable that one of the most important inland waterway arteries of Europe remains blocked for nearly a month. This not only hampers trade in general but also causes tremendous problems in ports. The ESPO Chairman made a plea for optimal streamlining of salvage procedures and efficient co-operation between the various authorities involved. Accidents like this can occur on any river, which is why I believe we need a European approach that strikes a proper balance between safety, environment and trade, said Victor Schoenmakers, If we want to make inland navigation a true co-modal partner, this is absolutely vital. **Source: European Sea Ports Organization**

STATUS OF SEIZED VESSELS AND CREWS IN SOMALIA, THE GULF OF ADEN AND THE INDIAN OCEAN

As per 05 February 2011, 22h00 UTC, at least 48 foreign vessels plus two barges are kept in Somali hands against the will of their owners, while at least 812 hostages or captives - including a South-African yachting couple - suffer to be released. But even EU NAVFOR, who counts only high-value, mostly British insured vessels, admitted now that on their rather understating account 711 hostages on 30 vessels are recorded as held hostage, while the IMB spoke of 32 vessels and 746 hostages before the latest sea-jacking. Having come under pressure, EU NAVFOR's operation ATALANTA felt now compelled to publish their updated piracy facts for those vessels, which EU NAVFOR admits had not been protected from pirates and were taken. EU NAVFOR also admitted for the first time that actually a larger number of vessels and crews is held hostage than those listed on their file. Since EU NAVFOR's inception at the end of 2008 the piracy has started in earnest and it has now completely escalated. Only knowledgeable analysts recognized the link. **Source : Ecoterra**



The December 2010 delivered Mitsui OSK lines owned **CITY OF ST.PETERSBURG** seen enroute Amsterdam, the 21.143 GRT car carrier is operated by Nissan Motor Car - **Photo : Joop Marechal ©**

Greenpeace action continues in Port Taranaki

Four Greenpeace activists remain inside the cranes on the palm kernel bulk carrier [MV Great Motion](#). One of the five Greenpeace activists who boarded the ship has been removed, and placed under arrest, after five and a half hours on the anchor chain.

The ship is now alongside its berth, where it was due to unload 10,000 tonnes of palm kernel from Indonesia five hours ago. Greenpeace's action was carried out to call on the Government to put a stop to Fonterra's soaring use of palm kernel (also known as palm kernel expeller), which is typically grown on land cleared of rainforest and destroyed peatlands, and so which has massive climate impacts.

David Carter's reported comments today that the palm industry was not associated with deforestation is misinformed and completely contradicted earlier comments by Bill English, who, speaking in as Deputy Prime Minister, acknowledged that the palm industry did impact the environment and that the Government did not deny that. Deforestation due to the palm and pulp and paper industries is one of the main reasons Indonesia is the third biggest greenhouse gas emitter on the planet.



"The Government has to accept the facts, and act now to protect New Zealand's clean green brand and the climate, but instead they are sticking their heads in the sand", Argent says. "Palm kernel is helping drive climate change. And we know that climate change will lead to more extreme weather, like droughts. Agriculture Minister David Carter said in December that droughts in New Zealand were "a clear demonstration of the effects of climate change" and advised farmers to be prepared. "I think we'll see more of these events, not less of them, in the future (1)," he said. Therefore the use of palm kernel is something that needs to be stopped.

"The answer to the problem of needing supplementary feeds is the deindustrialization of Fonterra's farming system. In the meantime, locally grown feeds such as maize silage can be used to transition to alternatives that are safer for New Zealand's clean green image." "Using palm kernel is undermining this country's international clean green reputation, because of its impact on the climate, and rainforests. The Government is now failing in its duties by refusing to take Fonterra to task over its escalating palm kernel use and its industrial dairying technique which is so damaging to the climate," says Greenpeace NZ Climate Campaigner Nathan Argent.

Palm kernel shipments are literally lining up to come into the country – with a total of three shipments through Port Taranaki this week alone – a cargo of 31,000 tonnes. "Fonterra's reported statement that its palm kernel supply will be sustainable by 2014 is of course an admission that its palm kernel supply is almost completely unsustainable today. Another three years of importing unsustainable palm kernel passes on real costs to our climate, tropical rainforests and New Zealand's clean green brand," Argent says.

"Fonterra's assertion is nothing more than a very cheap attempt at greenwashing. "Only six per cent of the global production of palm products is grown according to the standards of the industry body, the Roundtable on Sustainable Palm Oil, which are not strong enough," Argent says. Reported claims by Fonterra that palm kernel is mainly used in drought are also false. The rapid industrialisation of dairying in New Zealand, driven by Fonterra, is the real culprit, as it relies on supplementary feeds like palm kernel. Since Fonterra was established in 2001, imports of palm kernel expeller have soared from virtually zero (1,554 tonnes in 2000) to a record high of almost 1.4 million tonnes in 2010, according to Statistics New Zealand. Feeding stock on pasture, using locally grown emergency alternatives to palm kernel (such as maize silage), and moving from the current industrial farming model to low impact practices, are the best options for reducing greenhouse gas emissions, and protecting our international brand. **Source : [Scoop.co.nz](#)**



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The **TELEOST** seen arriving in Willemstad (Curacao) – Photo : Kees Bustraan ©

Jan De Nul kicks off new investment programme and extends its fleet

Jan De Nul Luxembourg S.A., a subsidiary of Jan De Nul Group, ordered two new 14,000 m³ trailing suction hopper dredgers. This week, an agreement was reached for the construction of a very large fallpipe and mining vessel, a sister vessel of the '[Simon Stevin](#)'. In this way, the group kicks off the investment programme 2010-2013, after the successful investment programme 2007-2011 that consisted of more than 25 vessels, with a total value of about 2 billion Euro.

The 14,000 m³ Trailing Suction Hopper Dredgers have been ordered at Uljanik Brodogradiliste in Pula, Croatia. These vessels complement Jan De Nul's fleet of 26 hopper dredgers. The new vessels will be especially suitable for operations in shallow and restricted waters. Carrying capacity will be around 22,500 ton at a draught of only 10 m. As with all vessels in the fleet, special attention is paid to the environmental impact. Efficient power consumption, low

emissions, optimized hull design, waste treatment on board contribute to efficient and environmental-friendly dredging. These environmental measures result in the award of a 'Clean Ship' certificate.

The vessel has been developed in-house, based on the experience gained designing and commissioning 8 new hopper dredgers in the last 3 years. Such an experience is unmatched: the result is a technically advanced and economical vessel, all to the advantage of our clients.

With this order the cooperation between Jan De Nul Group and the shipyard Uljanik continues. The shipyard already delivered two large self-propelled cutter suction dredgers, and is constructing two more of an order of four. The new order is witness of the confidence and excellent cooperation between both parties. The 14,000 m³ hopper dredgers will be delivered mid and end of 2012.

Name	:	JDN 8040 and JDN 8041
Hopper Capacity	:	14,000 m ³
Deadweight	:	22,500 ton
Length o.a.	:	147.8 m
Breadth	:	30.0 m
Draught	:	10.0 m
Maximum Dredging Depth	:	43.8 / 52 m
Suction Pipe Diameter	:	1,300
Pump Power (Trailing)	:	4,000 kW
Pump Power (Discharging)	:	8,500 kW
Propulsion Power	:	2 X 7,200 kW
Total Installed Diesel Power	:	15,960 kW
Speed	:	15.3 kn
Accommodation	:	33



Jan de Nul's THSD **Filippo Brunelleschi** seen operating in Buenaventura, Colombia

Photo : Bernhard Roosenburg ©

A new sister vessel for the 'Simon Stevin'

The agreement for the fallpipe and mining vessel was reached with Construcciones Navales del Norte in Bilbao, Spain, also known as 'La Naval'. The vessel is a sister vessel of the '**Simon Stevin**', delivered by the same shipyard at the beginning of 2010. Meanwhile the '**Simon Stevin**' has performed stone dumping operations in Australia, Sakhalin and Norway. The new vessel is almost identical, and is also provided with a fully automated system for deploying and recovering the fallpipe. This fallpipe has a diameter of 1,000 mm, and can reach down to depths of 2,000 m. As the '**Simon Stevin**', this vessel is equipped for mining operations at large depths.

The order of this second vessel demonstrates that Jan De Nul Group is dedicated to provide stonedumping and mining services worldwide, with short mobilisation times. The availability of a second, identical vessel is an extra assurance to our clients.

This vessel will be the 9th built by La Naval for Jan De Nul Group since 2002. Next week, La Naval will deliver the 8th vessel of Jan De Nul, the 30,500 m³ trailing suction hopper dredger '**Charles Darwin**'. This long and successful cooperation is a result of the competence of the shipyard in building such complex vessels, and the confidence between La Naval and Jan De Nul Group. Delivery is foreseen around end of 2012.

Some data Name	:	JDN 8626
Deadweight	:	36,000 ton
Length o.a.	:	191.5 m
Breadth	:	40.0 m
Draught	:	9.25 m
Dynamic Positioning	:	DYNAPOS AM/AT R Class 2
Propulsion Power	:	4 X 3,350 kW
Bowthruster Power	:	4 X 2,000 kW
Total Installed Diesel Power	:	24,350 kW
Speed	:	15.5 kn
Accommodation	:	84

Source : www.jandenul.com

Korean Confessions

South Korean police say five Somali pirates captured by the Korean Navy in a mission to save a captured Korean cargo ship and its crew have confessed to hijacking the ship and shooting its captain. The pirates are accused of hijacking the chemical freighter **Samho Jewelry** on January 15th and seriously wounding captain Seok Hae-gyun, who sustained multiple gunshot wounds. An official with the Korea Coast Guard in Busan, where the pirates are being held, said investigators are now finishing up their probe and will announce the results on Monday. If convicted, they could face up to life in prison. Meanwhile, Captain Seok remains in critical condition at Ajou University Hospital, where officials say he's showing signs of pneumonia complications. Source : **ShipTalk**

Chinese embassy confirms hijack of Chinese-flagged ship by Somali Pirates off Yemen

The Somali pirates hijacked a Chinese-flagged commercial ship off Yemen's western city port of al- Hudaïda in the Red Sea, Chinese military attache to Yemen confirmed to Xinhua on Saturday. The Chinese military confirmed that the Chinese-flagged commercial ship, which was registered in Hongkong, China, had been hijacked by the Somali pirates off the Yemeni coast, Chinese military attache to Yemen told Xinhua.

The ship was then moved by the pirates towards the Somali coasts, he added, without providing how many people were on board or the date of the hijack. Earlier, Yemeni Interior Ministry said the Chinese ship called "**Tien Hau**" was attacked by the pirates some 11 nautical miles (20. 4 kilometers) off the Yemeni island of Al-Tair off the city port of al-Hudaïda.

Meanwhile, a security source at the ministry told Xinhua "the security operation room of the ministry received unconfirmed information that an anti-piracy international navy fleet might intercept the pirates and help release the Chinese ship."

"We are following up the situation to confirm the release of the Chinese ship, as coast guard boats were dispatched to track the ship and pirates," he told Xinhua on condition of anonymity.

"The hijack took place early today, but we do not have exact information about the number of the ship's crew," he added. The Gulf of Aden is considered as one of the world's most dangerous waters because of rampant piracy.

Source : **xinhuanet**

MULTRATUG 3 & 18 GEDOOPT



Een schip dopen is een vak apart, merkten Eline Muller en haar zus Joan Nuijten-Muller gistermiddag. Bij Het Portaal van Vlaanderen in Terneuzen mochten ze elk een nieuwe sleper van 'hun' sleep- en bergingsbedrijf Multraship inwijden.

Joan slaagde er binnen drie keer in de fles kapot te krijgen op de **Multratug 18** (links), Eline deed er zelfs vier keer over. "Het is makkelijker zo'n fles leeg te drinken", verzuchtte ze. De crème de la crème van de sleepwereld was aanwezig bij de doopplechtigheid. "We gaan er volgende week weer geld mee verdienen", stelde één van de kapiteins van de **Multratug 3** na afloop nuchter vast. Deze in Vietnam bij een Damenwerf gebouwde sleper (rechts) wordt ingezet in Antwerpen in een joint venture met het Duitse Fairplay. De **Multratug 18** is al actief in de offshore.

Source : PZC

Photo's : Adri van de Wege ©



Indian Navy, Coast Guard apprehend pirate ship

In yet another anti-piracy offensive by the Indian Navy and Coast Guard, a mother ship of Somali pirates was apprehended by Indian warships off Lakshadweep islands on Sunday morning. Naval warship **INS Teer** and Coast Guard ship **CGS Samar** intercepted the pirate's mother ship within the Indian exclusive economic zone in the Arabian Sea and engaged it in a gun battle.

Following the offensive, the pirates gave up and waved a white flag, indicating that they wanted to surrender. Some of them also jumped overboard the mother ship, which was identified by a Navy spokesperson as Thai fishing trawler Prantalay-11.

This mother ship is a sister vessel of another fishing trawler, **Prantalay-14**, that was sunk by the navy about 10 days ago in the Arabian Sea while it was being used as a mother ship. **Source : [economictimes.indiatimes](http://economictimes.indiatimes.com)**



The Qatar Gas operated LNG Tanker **DUHAIL** seen in Ras Laffan port - **Photo : Lennert Teerling ©**

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DONG-A RHEA IN CONTACT WITH AFRICAN LION OFF RICHARDS BAY



On February 2nd Feb. 2011 **DONG-A RHEA** was approaching the Richards Bay anchorage and whilst approaching the anchor location the vessel encountered suddenly a strong southwards Agulhas current which pushed the vessel towards the **AFRICAN LION** which was anchored.

The vessels came in contact with each other and the **DONG-A RHEA** suffered damage at No.3 W.B.Tk (T.S.Tk & D.B.Tk) and the **AFRICAN LION** anchor chain was fouled to her propeller and cutted by tensile strength, the **DONG-A RHEA** dropped later anchor for investigation with divers.

Photo's : via Willem Kruk



NAVY NEWS



A rescue and assistance team from the guided-missile cruiser **USS Cape St. George (CG 71)** assists February 3rd in the Gulf of Oman the crew of an Iranian fishing vessel who's engine failed in the Gulf of Oman. **Cape St. George** provided fuel, food and water to the 16 crew members. **Cape St. George** is conducting maritime security operations in the U.S. 5th Fleet area of responsibility. **Photo : US Navy**

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Court admits plea against port strike

The High Court, on Friday, admitted two writ petitions filed against strike by a section of the employees of steamer agents and stevedores at the Cochin Port Trust. Justice P.N. Ravindran, while admitting the writ petitions filed by the Seafood Exporters Association of India and others, issued notice to the Central government and other respondents.

The association sought a directive to the Cochin Port Trust (CPT) to immediately despatch the 129 containers of marine/seafood products left in dock following a strike launched by some members of the Steamer Agents Association and United Stevedores Association.

According to the petitioners, a few days ago the workers went on strike without giving notice. The strike paralysed the functioning of the terminal at the port. They had brought the seafood to the terminal after getting customs clearance.

Source : The Hindu



Above seen the 2009 built BHS flag offshore support vessel **REM POSEIDON** approaching Marsaxlokk Harbour, Malta for bunkers/stores on her way to Venice, USA on Friday 4th February 2011.

Photo : Capt. Lawrence Dalli - www.maltashipphotos.com ©

Asia Tank Container Organization established

The Asia Tank Container Organization (@TCO) has been established by founder members Reginald Lee and Graham Wood to help foster the use of intermodal tank containers throughout the rapidly developing Asian marketplace.

"In recent years Asia has emerged to take on a key role in global tank container activities," stated Reg Lee, @TCO president. "Asia is the fastest-growing tank container market in the world, while China is now the leading manufacturer of tank containers by a wide margin. The multimodal nature of tanks, with their ability to be moved easily between deepsea container ships, regional feeder vessels, rivergoing craft, road vehicles and rail cars, suits the geography of Asia.

"Yet until now Asian tank activities have not been well represented by industry bodies. We believe that the approach of the existing International Tank Container Organization (ITCO), for example, is too Eurocentric and does not pay adequate attention to either the needs of its members with interests in Asia or the promotion of tank container use in the Asian marketplace. "Intermodal tank containers have proven themselves eminently suitable for the safe and efficient carriage of a wide range of bulk liquids, gases and powders, including hazardous cargoes, in Europe and the Atlantic Basin over a period of many decades. Our industry is now in a position to make available the valuable lessons that have been learned to a wide range of newcomers." @TCO has established tank operating, leasing, manufacturing and survey and inspection divisions. "Our intention is to invite to join us, at least initially, 30-35 companies which we believe can help our new organization to develop the use of tank containers in a safe and efficient manner to meet the needs of shippers in this fast-growing Asian marketplace," added Reg Lee. Source : Seatrade Asia

Kerala terminal may hit Tuticorin port

All India Anna Dravida Munnetra Kazhagam (AIADMK) general secretary Jayalalithaa on Friday said that the International Container Transshipment Terminal (ICTT) at Vallarpadam in Kerala could stifle the growth of southern Tamil Nadu. In a statement, she said the Tuticorin port was handling cargo consignments from cities such as Tirupur,

Erode, Karur, Sivakasi and Coimbatore. When Dravida Munnetra Kazhagam's (DMK) T.R. Baalu was Union Shipping Minister, the Centre approved establishment of the ICTT at Vallarpadam near Kochi. It would be functional soon.

There was a possibility that exporters from western cities would use the Vallarpadam terminal, affecting operations at the Tuticorin port leading to economic slowdown in southern districts of the State. **Source : The Hindu**

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Havila Shipping ASA - Sale of vessel

Havila Saturn KS where subsidiaries of Havila Shipping owns 85% has decided to sell the Anchor Handler Tug Supply vessel **Havila Saturn**, **Havila Saturn** is a Havyard 842 design vessel and was delivered to the company in February 2008.



Photo : Rob & Frits van der Hoek – Lekko ©

The price confirms the market values. The sale will give a considerable gain and liquidity effect. The buyer is an international player and the trade is expected to be completed during first quarter **Source: Havila Shipping ASA**

DP World resumes Egypt operations

Dubai ports operator DP World has resumed its operations at the port of Ain Sukhna in Egypt, the company said on Thursday, after suspending them earlier in the week amid anti-government protests, Emirates247 reports. "DP World Sokhna, after a short suspension, has resumed all its operations in the port," the company said in a statement, adding that it "becomes the first Egyptian port to resume full operations during and after these difficult times."

A spokeswoman said on Tuesday that DP World Sokhna "as a precautionary measure has temporarily suspended operations" at the Red Sea port, which it operates. Ain Sukhna is the closest port to Cairo, which is 120 kilometres (74 miles) away, and is "linked by a modern six-lane highway and extensive rail links," DP World's website says. Most of the cargo from the east destined for Egypt is imported via the port, it adds. Cairo and other Egyptian cities have been

rocked by 10 days of increasingly bloody protests demanding the departure of Egyptian President Hosni Mubarak, who has ruled the country since 1981. DP World, one of the largest container-port operators in the world, is part of the Dubai World conglomerate. **Source : Port News**



The Rosetti Ravenna built newbuilding for Augustea AHTS **ALMISAN** seen during yard trials in Ravenna
Photo : Lorenzo Succi ©

Dún Laoghaire developing plans to attract 'next generation' cruise liners

PLANS ARE being made to turn Dún Laoghaire harbour into a port-of-call for “next generation” cruise liners with a capacity for up to 5,000 passengers.

The plans are being supported by Dún Laoghaire-Rathdown County Council as well as the local chamber of commerce, retail and tourism interests and will be advanced by a new master plan being drawn up for the harbour.

Gerry Dunne, chief executive of the Dún Laoghaire Harbour Company, said the east coast has no facility to cater for cruise ships of the size now being built for a market that is expected to double in the next 10 years. “We propose to build that facility here and we’re looking seriously at the business case for this investment,” he said. He could not say, however, what it might cost or how the project would be funded.

It would involve excavating to a depth of 9.5 metres and building a berth to accommodate liners up to 330m in length, compared to 160m for current cruise ships with a capacity of up to 2,500 passengers.

Asked about the attitude of Dublin Port, which attracts some 80 cruise ship visits a year, to these plans, Mr Dunne said it was aware of them, adding: “A cruise ship coming into a beautiful harbour is preferable to going into an industrial zone”. He said Dún Laoghaire needed to think about the future as it was likely that the Stena high-speed ferry services would be replaced by more conventional ferries on the Holyhead route. The harbour company’s “lucrative contract” with Stena expires in April. Mr Dunne said the revenue from Stena accounted for 70 per cent of the harbour company’s income, but it would be “a lot less” under a new contract currently being negotiated, and other sources of revenue would have to be found.

The new master plan now being developed would include increasing public access to the harbour, providing for waterfront development and harbour-related uses and redeveloping the Carlisle Pier on the theme of Ireland’s diaspora. He confirmed that the harbour company had just lodged an appeal to An Bord Pleanála against the county

council's decision to refuse planning permission for the retention of its controversial demolition of the old railway terminal on the pier.

Mr Dunne emphasised that the decision to demolish the pier's derelict ferry terminal was taken in the knowledge it was not classified as a protected structure – a point that had already been accepted by the council and the appeals board.

"We need a master plan to underpin the changing emphasis of Dún Laoghaire harbour from a commercial to a recreational harbour and to secure the harbour's future by addressing the impact of the change in profile of ferry sailings on the Dún Laoghaire-Holyhead route."

He also noted that the harbour would celebrate its bicentenary in 2016. In tandem with the master plan, architects Shaffrey and Associates are preparing a heritage management plan, aimed at maintaining its fabric to a high standard.

Source : Irish Times

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Ro-Ro "**Stena Forerunner**" seen berthed in Hanko for cargo operation January 2011

Photo : Sören Johansson ©

NYK Included in the Global 100 for Fifth Consecutive Year

For the fifth consecutive year, NYK has been selected as one of the Global 100 Most Sustainable Corporations in the World (the Global 100). The 2010 Global 100 was announced on January 29, 2011, at the World Economic Forum annual meeting in Davos, Switzerland. Of the 3,000 candidate corporations from 22 countries around the world, 100

companies were selected, including 19 Japanese companies from a variety of industries, including insurance and electronics.

Launched in 2005, the Global 100 was compiled through 2009 by Corporate Knights¹ and Innovest Strategic Value Advisors. During that time, the list was determined by analyzing extra-financial drivers of risk and shareholder value, including companies' performance on social, environmental, and strategic governance issues. Since the 2010 list, Corporate Knights has collaborated with three partners² and made use of the following key evaluation indicators:

- Sales per unit consumption/emission amount of energy, CO₂, water, and waste
- Ratio of CEO's compensation to average employee compensation
- Relevance between directors' compensations and the degree of contribution to social sustainability
- Ratio of female board directors
- Level of compliance to Global Reporting Initiative or GRI guidelines
- Rate of sales to research and development costs, etc.

Encouraged by its inclusion in the 2011 Global 100, NYK, as a good corporate citizen, will continue to take an active role in social issues, including the conservation of the environment, to contribute to the achievement of a better global society. **Source: NYK Line**



The **ARK FORWARDER** seen moored in Rotterdam-Benelux harbour - **Photo : Cees de Bijl ©**

MSC Hikes Rates and Fuel Surcharges

Mediterranean Shipping Co. announced a series of increases in freight rates and bunker surcharges, all of which are effective March 1. It posted a general rate increase from U.S. ports to South American ports. Rates from ports on the U.S. East and Gulf Coasts to all ports on South America's West Coast will increase by \$300 per 20-foot container and by \$600 per 40-foot container. Rates from ports on the U.S. East and Gulf Coasts to Cartagena in Colombia will increase by \$200 per 20-foot container and \$400 per 40-foot container. At the same time, the world's second largest container line said it will increase the bunker adjustment factor for cargo moving to U.S. ports from North Europe, Scandinavia, the Baltic, and the Mediterranean including Israel to the U.S. The surcharges are \$188 per 20-foot equivalent unit on cargo shipped to east Coast ports and \$267 per TEU on cargo shipped to West Coast ports. MSC also will increase the bunker surcharge by \$25 per 20-foot equivalent unit on all cargo and container types shipped to Canada and Mexico via U.S. ports from North Europe, Scandinavia, the Baltic, Ireland and all Mediterranean ports.

Source: Journal of Commerce



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CEPD approves land reclamation project for Kaohsiung Harbour

CENS reports that Taiwan's Council for Economic Planning and Development (CEPD) has approved an extensive land-reclamation project for Kaohsiung Harbour, costing NT\$90.6 billion, to create 422.5 hectares of new land. Known as

the “second-stage engineering plan for the international container terminal of Kaohsiung Harbor,” the project will be jointly executed by the government and private sector and be completed by 2019.

Ten petrochemical firms, headed by CPC Taiwan, will invest NT\$62.4 billion to reclaim 256 hectares of land, of which 203 will be acquired by CPC Taiwan and the remaining 53 by the other participants, including Formosa Plastics Group.

The reclaimed land will be for building storage of petrochemicals, with CPC Taiwan to store products to be manufactured by the new Talin refinery, near Kaohsiung Harbor, which are under construction. The Ministry of Transportation and Communications (MOTC) planned the project and pointed out that reclaiming land will help realize structural change in the operation of Kaohsiung Harbor to sustain the petrochemical industry in southern Taiwan

Source : Dredging News Online



The **Koningsborg** of Royal Wagenborg in the drydock at shipyard "de schroef" (Sluiskil) the Netherlands

Photo : Niels Swartjes ©

Coming up: Drilling outside Yamal

Gazprom-subsidary Gazflot will start exploration drilling in the waters outside the Yamal Peninsula this summer. Drilling and seismic mapping in a 250 square kilometer area off the coast of the Yamal Peninsula will start this summer, representatives of the Yamal-Nenets regional administration told journalists. Both the **Amazon** jack-up rig and several specialized vessels will be applied, Sever Press reports.

The operations will be made in the area of the Kharasaveyskoye field, a deposit owned by Gazprom and its subsidiary Gazprom Dobycha Nadym.

Representatives of Gazflot this week held a public hearing on the upcoming operations. The hearing was attended by representatives of the regional administration, several public organizations and reindeer herding communities, Sever Press writes. It was decided that an agreement on the protection of local environment and on the compensation to the local population will have to be concluded by Gazflot and the Yamal-Nenets administration.

The Kharasaveyskoye field is located partly on land in the Yamal Peninsula, partly offshore in the Kara Sea. It holds resources estimated to 1,9 trillion cubic meters of gas. Source : Barents Observer

OLDIE – FROM THE SHOEBOX



Harry Stott saved the best for last, the well-known **MAXIM GORKIY** is seen above on arrival at Montreal.

Built as "**Hamburg**" she was originally intended for summer season transatlantic service and winter cruising. With the demise of transatlantic traffic, she was turned into a full-time cruise ship on completion, but delivery was delayed by engine problems, but she started cruising in March 1969. In 1972 she was moved to California for Pacific cruising, but this was not a commercial success although she was still renamed Hanseatic for further service. However, the owners were forced to withdraw the vessel and she was laid up in 1973. An intended sale to Japan never materialized and soon thereafter she became the pride and joy of the Black Sea Steamship Co., Odessa (Blasco)

In November 1975 an attempt was made to sink the ship, During repairs at San Juan two bombs were installed on board which detonated later on when she approached New York. The damage did not sink the ship and she was subsequently repaired. In 1980 she was refused entry to New York because the USSR had invaded Afghanistan. During her entire USSR/Russian/Ukrainian career, she was mostly chartered longterm to German Cruise operators. She survived a collision with ice which almost sank her in 1989 forcing all passengers to abandon ship. In Dec. 1989 she hosted a summit between George Bush Sr. and Michael Gorbachov at Malta.

After the expiration of her last 20 year charter in 2008 it was found uneconomical to upgrade her to meet the 2010 SOLAS requirements. A last minute attempt by German shiplovers to buy her as a relic failed and so she ended at Alang Beach in February 2009. The Indians diligently ended the life of one of the last vessels with a funny funnel.

Dear readers,

In de clippings nr 35 of 4 February 2011 **Frank Haalmeijer** had made a question about the ship "**Little Evy**" on the Oldie-picture. Seven reactions from England, Belgium, Netherlands and Germany showed him her career:

- Built 1917 in Slikkerveer (yard nr 1) and delivered to NV Van der Eb & Dresselhuys of Rotterdam as **SLIKKERVEER**, sold in 1919 to United Kingdom to Cardiff and served there as **UALAN** with 3 different owners, 1926 name change to **ORPEN**.
- 1927 sold to Antwerp, Belgium and renamed **MONA**. In 1932 sold again to the Netherlands to Mr. Akkermans of Rotterdam and renamed **LITTLE EVY**, but after problem with the Dutch crew, he re-registered to Czech-Slovakia and placed CS, German and Polish crew on board. On 22 August 1934 she had a collision with the Soviet cargo ship **BEREZINA** in the Kaiser Wilhelm Kanal and suffered bowdamage. Laid up in Kiel and had temporarily repairs.
- In 1935 sold to France to Soc. Dunkerquoise de Cabotage at Dunkirk and renamed her **FRANÇOIS TIXIER**.
- On 27 May 1940 requisitioned by the British Authorities at Belfast and used her with M.O.W.T. In 1943 rebuilt to a salvage vessel and came under management of the Liverpool & Glasgow Salvage Association.

- She took part to the invasions of Normandy and brought 500 soldiers to Dunkirk.
- On 20 November 1945 she is delivered back to her right owner at Dunkirk and started to use her as cargoship again.
- On 8 July 1948 she got a leak, her cargo shifted to one side and sank in the position near West Sheringham Shoals (52° 59' 46" N and 001° 11'05" E).

Thanks to the readers who gave Frank the additional information.

.... PHOTO OF THE DAY



The newbuilding tug "**Coastal Vanguard**" of Acta Marine, Den Helder on the 2nd of February on a windy North Sea as seen from the NL Coastguard Cutter "**Zeearend**".

Photo : Hans Koster ©

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