



SEAFARER
OFFICERS
SOCIETY
MANILA

Number 046 *** COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 15-02-2011

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

Global leader in ocean towage



www.fairmount.nl

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

phone + 31 10 240 25 00
fax + 31 10 240 25 99
email sales@fairmount.nl



The TIANJIN HIGHWAY seen departing from the Pasir Panjang car terminal in Singapore

Photo : Piet Sinke ©

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

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

If you don't like to receive this bulletin anymore :

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

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

EVENTS, INCIDENTS & OPERATIONS



Seamanship

Whatever the ship. Wherever delivered.

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



www.redwise.com info@redwise.nl

WIJSMULLER REUNIE

Het is dit jaar 100 jaar geleden dat John. F. Wijsmuller **N.V. Bureau Wijsmuller** oprichtte, vanaf 1906 was hij al actief maar **N.V. Bureau Wijsmuller** werd pas in 1911 ingeschreven in de kamer van koophandel. Dit jaar is het ook 10 jaar geleden dat **N.V. Bureau Wijsmuller** werd over genomen door **Svitzer**.

Nu heeft **Piet Voorburg** het plan opgevat om nog eenmalig een reünie te organiseren voor ex personeelsleden van **N.V. Bureau Wijsmuller**.

Heeft U interesse om deel te nemen aan de **WIJSMULLER reünie** meld U zich aan via een mailtje naar

[**info@bureau-wijsmuller.nl**](mailto:info@bureau-wijsmuller.nl)

met daarin vermeld uw naam en dat U belangstelling heeft om deel te nemen aan de reünie, de datum word later bepaald

Peru port workers end 21-day strike

Peruvian port workers have signed a labour accord to end a 21-day strike, according to Bloomberg. According to industry sources, the strike had blocked transportation of minerals and grains from the country's largest shipping terminal. About 580 stevedores had started loading container ships in Lima's port of Callao, which handles a third of Peru's exports and 70% of imports, Mario Hart, vice president of the Peruvian Port Operators Association, said in a telephone interview. "The stoppage particularly slowed imported grain and fertilizer shipments," Hart said. "It'll take at least a week to clear the backlog." Port workers have agreed to negotiate with stevedore firms for higher wages, and early retirement benefits, after Peru increased annual exports of metals and fishmeal fourfold in the past seven years to last year's recorded total of \$35 billion. Stevedores will each receive a salary advance of \$250 to compensate for lost wages during the strike, Hart said. The strike delayed copper, zinc and lead shipments from central Andean miners including Cia. de Minas Buenaventura SAA and Volcan Cia. and Minera SAA. **Source : Port News**

CAR CARRIER MOVEMENTS IN SINGAPORE



Last Saturday at the **Pasir Panjang** car terminal in **Singapore** a lot of movements were seen, in the morning only 1 car carrier was alongside, during the day several carriers arrived and departed again only a few hours later, herewith a small photo impression of the day before it started raining.

Left : The **AMBER ARROW** seen departing in the morning and her berth was direct taken by the arriving **GLORIOUS LEADER** as seen below

All photo's : Piet Sinke ©



EUKOR'S **MORNING CAROL** departed in the afternoon from the terminal

BaltEx's freight futures trading roll-out 'too slow'

Brokers are worried rivals may look to launch their own

The Baltic Exchange's plan for a central trading screen for dry bulk freight derivatives is moving too slowly and concerns are growing that rivals may look to launch their own, freight futures users said. The Baltic Exchange said in May last year it had applied for multilateral trading facility status with the UK's Financial Services Authority (FSA) for BaltEx, to boost market activity.

In a letter seen by Reuters and sent to the Baltic's board of directors on Tuesday, the advisory Freight Market Information Users' Group (FMIUG), whose members include Cargill, Morgan Stanley and BHP Billiton, said the issue was becoming urgent. 'We are now becoming concerned at the slow progress towards a roll-out,' FMIUG dry bulk chairman Stefan Albertijn wrote, adding that the exchange was the 'neutral heart' of shipping.

'If freight were to become tradable on a non-Baltic Exchange controlled venue we feel an important element of the market would move outside the Baltic Exchange's reach and influence.'

In response, a Baltic Exchange spokesman said the project remained 'very much on track' and subject to FSA approval and final technical testing, a launch was expected in late spring. 'The concerns expressed by this key group of freight derivative traders underline the very reasons the Baltic Exchange embarked on developing a trading screen,' he said.

Freight forward agreements (FFAs), which allow a buyer to take a position on where freight rates will stand at a point in the future, are currently not traded on an exchange. FFA brokers, fearing a loss of commission business in this niche market, have objected to an FSA regulatory requirement which would take away the compulsory nomination of brokers in every trade. Mr Albertijn said users appreciated that FFA brokers were 'naturally reluctant to see change in the trading process'.

Highlighting the growing challenges, Singapore-based Cleartrade Exchange said this month it had received regulatory approval 'in principle' from the Monetary Authority of Singapore to launch a global dry bulk futures trading platform.

Last year, brokers rejected a joint venture proposal from the London Metal Exchange to launch an exchange for FFA trading. Mr Albertijn said it was increasingly likely that due to US and European Union moves to tighten financial market regulations major players in over-the-counter (OTC) or OTC cleared FFAs would be forced to report their exposures above a certain threshold to supervisors unless the derivatives were traded on an organised market venue.

Source : Reuters



OFFSHORE SUPPORT (DREDGING & WIND FARMS)

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

itc

a company within the
Tschudi Group

sales@itctowage.com
www.itctowage.com

Somali pirates released from Danish warship

The Danish warship **Esbern Snare** has released six Somali men, who have been in custody on board the vessel since December 30, 2010. The men were released as there was not enough with evidence for a conviction in a Danish court. The pirates were captured when attacking the Maersk Line container carrier **Elly Maersk**. "It's simply not good enough", says a disappointed Fritz Ganzhorn, head of the union Maritime Leader. My members are in the front line and they will not be happy that there is no response whatsoever from the authorities." It is not the first time a Danish warship operating in the area has been forced to released captured pirates. Source : ShipGaz



The **MERCURY CRYSTAL** seen assisted by yard tugs arriving at the Pandan River / Singapore Photo : Piet Sinke ©

Public competition for new name for ferry

Færger A/S has made a new decision concerning the name of the ferry newbuilding for the service between Ystad and Bornholm. After a week of intense debate about the name Leonora Christina Færger A/S it has been decided to let the inhabitants on Bornholm decide on the name for the ferry. "We have had a lot of reactions to the name and as we want the ferry to have the right name we will let the people of Bornholm decide if the name should be as it is now or be changed to something else", says Per Gullestrup, chairman of the board of Færger A/S. From February 10 to February 18, the inhabitants of Bornholm can vote on a name for the ferry. Leonora Christina was the name of the wife of Corfitz Ulfeldt. The couple were convicted of treason after which they were imprisoned in Hammerhus castle on the northern tip of Bornholm in the early 1660s. Source : ShipGaz



Above seen the latest painting of Frans Romeijnsen the **Willemsherk** (VNS),
see also Frans new updated site see also www.galeriemarkant.nl

info@nexumcm.nl
www.nexumcm.nl
Contact: Ad de Kock
M: +31.653.813178



NEXUM

Contract Management • Mediation



Above seen the 1998 built EGY flag container ship **MAERSK AHRAM** leaving Grand Harbour, Malta from Palumbo Malta Shipyard Ltd on Friday 11th February, 2011

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

Stowaway Rescue

Five men who secretly boarded a vessel from Barahona, in the Dominican Republic's southwest, and survived five days with very little food and water, were rescued by Turks and Caicos Islands authorities. Five of nine Dominican citizens, all in their 20s, who apparently were trying to stow away on a barge possibly to St. Martin were found barely alive on the building block-carrying vessel bound for the Turks and Caicos Islands. The men were taken to the Cheshire Hall Medical Center emergency department.

When they were discovered, they were suffering from dehydration and one of them sustained injuries from blocks that had fallen on him during the voyage. Three were found hidden in a makeshift cabin, while the other two were found in the general area of the boat. **Source : ShipTalk**

PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER, YOUR ADDRESS WILL BE "DEACTIVATED" AUTOMATICALLY IF THE MAIL IS BOUNCED BACK TO OUR SERVER DUE TO "MAILBOX FULL"

If this happens to you please send me a mail at newsclippings@gmail.com to reactivate your address again, please do not write this in the guestbook because I am not checking this guest book daily.



Above seen the bulk carrier **Hope Star** departing for Tauranga after loading a part load of logs at Port Chalmers.
Photo : Ross Walker ©



MARINT
(OFFSHORE SERVICES) LTD

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

Telephone : +44 (0) 20 8398 9833

Facsimile : + 44 (0) 20 8398 1633

E-mail : tugs@marint.co.uk

Internet : www.marint.co.uk

Satellites Find Seized Italian Oil Tanker

The Cosmo-SkyMed satellites, operated by the Italian space agency, have acquired the first images of the Italian oil tanker **Savina Caylyn** last Wednesday since it was hijacked earlier that week by Somali pirates in the Indian Ocean.

According to the satellite radar images, acquired by Italian space agency (ASI) and e-GEOS on Wednesday afternoon and early Thursday morning, the seized ship is about 330 km off the Somalia coast. The 266-m long and 46-m wide vessel was about 800 km west of India when it was attacked on Tuesday. There has been no reported communication with the vessel and no information regarding the 22 crewmembers on board.

The techniques to rapidly locate and track this ship in open waters were developed and are currently operated as part of the MARISS (Maritime Security Service) project funded under ESA's GMES Service Element. MARISS provides pre-operational satellite-based maritime surveillance services for European waters, East Africa, the Caribbean and the Atlantic to support maritime law enforcement, anti-trafficking interventions and to protect shipping lanes.

Through rapid integration of satellite-based vessel detection with conventional information streams, it provides extended surveillance to a range of coast guards, police forces, navies, customs and excise agencies, border guards and intelligence services. The project is led by e-GEOS and has been running since early 2006. The images and the extracted information on the vessel are fed directly by e-GEOS into the command and control system of the Italian Coast Guard who received the initial alert when the piracy attack occurred and are now maintaining contact with the

vessel owners' company security officer. Dino Quattrociochi, e-GEOS manager of the MARISS project, said: "This demonstrates our rapid response to such situations as well as our capability to track vessels far outside the coverage of conventional coastal surveillance systems.

"Thanks to the fast update times between successive overpasses by the Cosmo-Skymed satellites, we were able to acquire imagery very soon after the initial request for information on the vessel." According to Dario Cau and Walter Conti, both working at the Italian Maritime Rescue Coordinate Centre Headquarters in Rome, "the satellite imagery represent a useful capability to track the vessel in open waters as well as providing important information on what is happening in the region around the hijacked vessel." Source : Red Orbit

Afscheidsavond KNRM in Stellendam.

Op vrijdag 11 februari was er een afscheidsavond van de KNRM stations Ouddorp en Stellendam. Deze werd gehouden in restaurant Berrisz in Stellendam.

Op deze avond, waarbij ongeveer 80 mensen aanwezig waren, werd afscheid genomen van oud opstapper Kees Tanis van Station Ouddorp en Jan Zandburg van station Stellendam. Al 15 jaar in dienst is Arnold Keijzer van station Stellendam. Verder werd er afscheid genomen van de secretaris/penningmeester van beide stations, Jan van Wezel. Er waren veel genodigden waaronder mensen van het hoofdkantoor uit IJmuiden met o.a. de directeur **Roemer Boogaard**, **Riemert Moleman**, **Willem Roos**, **Koos van der Bent** en de heer **Prins**. Verder waren de bijna voltallige leden van de Plaatselijke Commissie aanwezig, de schippers en een groot aantal bemanningsleden van de stations Ouddorp en Stellendam en andere genodigden.



Rond 20.00 uur werd iedereen welkom geheten door de voorzitter van de Plaatselijke Commissie **Ger van de Velde**. Als eerste kwam naar voren **Arnold Keijzer** die al 15 jaar opstapper, en ook plaatsvervangend schipper is van station Stellendam. Hij ontving de medaille Openbare Orde en Veiligheid met de oorkonde. Zijn vrouw **Patricia** ontving een mooie bos bloemen. Na een korte pauze werd er afscheid genomen van **Jan Zandburg** die opstapper is geweest vanaf 1 september 1994. Jan heeft zich meer dan 15 jaar ingezet voor de KNRM in Stellendam, voornamelijk op het Haringvliet. Hij heeft nu een nieuwe hobby gevonden en dat is zingen. Hij ontving een enveloppe met inhoud en zijn vrouw een bos bloemen. Hij was betrokken bij 346 acties.

Hierna werd afscheid genomen van **Kees Tanis** die vanaf 1993 actief is geweest bij station Ouddorp, maar ook op de vuurtoren in Ouddorp. Hij was het die in oktober 2007 zag dat er een jacht op de Ooster in problemen kwam en waarschuwde de KNRM. Het bleek de 75.000e geredde te zijn. **Kees** was bij 540 acties betrokken. Ook hij ontving een enveloppe met inhoud, zijn vriendin de bos bloemen en schipper **Coen van der Linde** overhandigde hem het boek "Buiten Beeld". Hierna volgde een toespraak door Roemer Boogaard, directeur van de KNRM die de mannen bedankte voor hun inzet en namens de KNRM een tasje met inhoud overhandigde, zoals een KNRM stropdas, lepeltjes e.d. Als laatste volgde het afscheid van de ex secretaris/penningmeester **Jan van Wezel**. Vanaf 1 maart 1996 tot 31 juli 2006 verzorgde hij de P.R. en vanaf maart 2005 was hij secretaris/penningmeester van de Plaatselijke Commissie voor beide

reddingstations. Hij werd bedankt door de voorzitter **Ger van de Velde** en ook zijn vrouw **Adrie** werd bedankt en ontving een bos bloemen van de huidige secretaris/penningmeester **Adrie Bijl**. Directeur **Roemer Boogaard** van de KNRM bedankte **Jan** voor zijn inzet en ook **Jan** ontving het tasje met inhoud van de KNRM. Namens de bemanning van station Stellendam kreeg hij van schipper **Eric Rodenhuis** een digitale camera aangeboden en werd bedankt voor de samenwerking.

Als laatste volgde een korte toespraak door **Jan van Wezel**. Hij bedankte iedereen en vond dat hem te veel complimenten werden toegekend. Hierna was er een gezellig samenzijn met een hapje en een drankje, uitstekend verzorgd door de mensen van restaurant Berrisz. **Foto's : Kees Mierop**.

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !**



The War At Sea Escalates

Shipping companies and shipping associations are calling on governments to be more forceful in dealing with Somali pirates. This includes calls for detachments of troops to be stationed on ships moving through the Indian Ocean.

This hard line attitude has developed over the last year as it became known that the pirates were using more violence against captured sailors. Some of these seamen are being killed or wounded during the pirate attacks on their ships, while others are being beaten, starved or murdered while in captivity. Even worse, captured seamen on some ships, are being used as human shields. This happens when ships (usually fishing vessels) are used as mother ships, and attacked by navy or coast guard ships or helicopters. The UN is more concerned with the suffering of Somalis in the south (beneath Somaliland and Puntland). There, 30 percent of those eight million people are starving because of a long drought and Islamic radicals prohibiting foreign food aid, or stealing most of what is allowed in. About 15 percent of those southern Somalis are also refugees, having been driven from their homes by fighting, usually between clans, or because of Islamic radical groups enforcing harsh lifestyle rules. India is alarmed at the increased Somali pirate activity off its southwest coast (near the Lakshadweep islands, about 300 kilometers off the coast). The pirates are getting out this far mostly by using captured sea-going fishing ships as mother ships. These "freezer trawlers" are up to 100 meters (310 feet) long and have freezer facilities on board to store hundreds of tons of frozen fish. These ships normally stay at sea months at a time and have crews of 15-30. The pirates don't get as large a ransom for fishing ships as they do for larger cargo and tanker ships. This is particularly true of the coastal freezer trawlers, which are often old and worth less than half a million dollars each. The owner cannot pay the millions in ransom the pirates often demand for these ships. These fishing ships are all over the Indian Ocean, between Africa and India, and the pirates realized that they could hide two speedboats on these vessels and the fishing crew could be used to operate the ship, in addition to twenty or so pirates. But now the Indians, and the anti-piracy patrol in general, are paying closer

attention to all those fishing ships. If you know what to look for, and look closely, you can detect which ones are run by pirates. The names of captured fishing ships are known, and they are now being sought at sea. There is a sense of urgency with this, because it's been discovered that the pirates treat the fishermen much more savagely (starving and beating them, often to death). At least one group of pirates is using a small (95 meter long) tanker as a mother ship.

The violence continues in Mogadishu, with several hundred casualties a week. The cause is often local disputes. There is still some fighting between Islamic radical factions. Outside the city, there are still several clan feuds going on.

February 8, 2011: An Italian tanker was seized 800 kilometers off the Indian coast, and 1,300 kilometers from Somalia. The pirates were operating from a mother ship (captured fishing ship). These attacks, closer to Indian than Somalia, are alarming, as these are major oil tanker shipping lanes, and 40 percent of the world's oil tanker traffic passes through the Indian Ocean.

February 6, 2011: An Indian warship captured the second (the [Prantalay-11](#)) of three fishing ships taken by pirates ten months ago, and since turned into mother ships. The Indians followed the two speedboats back to the [Prantalay-11](#), and attacked the ship when the pirates opened fire. The pirates quickly surrendered, and 28 were taken. In addition, 24 fishermen, used to operate the Prantalay-11, were rescued. Last January 28th, the Indians rescued the [Prantalay-14](#), and sank it, after a similar battle in which fifteen pirates were captured, after ten were shot dead.

February 4, 2011: In the last year, Somali pirates have attacked 286 ships, captured 67 of them (along with 1,130 crew). Over a dozen of these vessels were high seas fishing boats, many of them turned into mother ships. The UN is calling for something to be done, as long as it does not involve an invasion of Somalia. That's the key problem. As long as the pirates have safe bases ashore, and are still getting ransoms, they have every incentive to keep at it. There are not enough warships to keep the pirates from seizing ships.

February 3, 2011: The TNG (Transitional National Government) parliament (435 of 500 members) met and 421 of them voted to extend the parliament for three years. The TNG parliament has passed no laws in the past six years, and serves mainly to enrich the members of parliament. Each is paid \$300 a month by the UN, and can make more if they can steal foreign aid. The members of the TNG government receive some protection from 8,000 AU (African Union) peacekeepers, and an increasing number of Western trained TNG soldiers and police. But the TNG has proved unable to get the many clans of Somalia to unite in backing a national government. The U.S., and other Western nations that pay for most of this, want a new TNG parliament elected, when its current term ends in August. But the current parliament insists that there is too much violence in the country to run a fair selection process, and that the current legislators should remain. Arguing over this will continue until August, and probably after as well.

Source: Strategy Page

NAVY NEWS



F 803 TROMP seen departing from Den Helder Naval base to serve as flagship for 'Standing NATO Maritime Group 2 (SNMG2)'

Coast guard ship to be named for late Capt. Nichola Goddard

A new coast guard vessel under construction in Halifax will be named in honour of Capt. Nichola Goddard, the first Canadian woman killed in combat. The young officer died in Afghanistan in 2006.

Her name will be carried by one of nine, new mid-shore patrol vessels to be known as the Hero class. The first of the 43-metre ships is expected to enter service with the coast guard this year, with the last delivered by 2013. In addition to Goddard, the ships carry the names of another soldier killed in Afghanistan, two members of the Canadian Coast Guard; a fisheries officer, two RCMP officers and two First World War soldiers.

They are:

Cpl. Mark Robert McLaren, of Peterborough, Ont., who was killed in an ambush in Afghanistan in 2008.

Fisheries Officer Agapit LeBlanc, of Bouctouche, N.B., who was killed 1926 while investigating illegal fishing vessels. His murder remains unsolved.

Coast Guard Seaman Martin Charles, of Bamfield, B.C., who earned both the Star of Courage and the Medal of Bravery for his role in a 1976 rescue.

RCMP Cpl. Gordon Teather, who was awarded the Star of Courage for his rescue of two people from the hull of their capsized boat in 1981.

RCMP Const. J. L. Francois Carriere, who died in 1997 while conducting an underwater search of a suspected drug-smuggling ship.

Coast Guard Chief Officer Gregory Paul Peddle, of Spaniard's Bay, N.L., who died during a rescue attempt in 1989. Peddle was awarded the Star of Courage.

Last fall, the government announced that two of the vessels would be named for a pair of Victoria Cross winners from the First World War: Cpl. Joseph Kaebler and Pte. James Peter Robertson,

Five of the new patrol vessels will be used on fishery protection duty on both coasts. The others will be used for maritime security in the Great Lakes and the St. Lawrence Seaway. **Source : The Canadian Press**

Need Cheap & Secure Lay-up?

In our protected, private harbour just outside of Rotterdam, we offer premium and secure lay-up facilities for seagoing vessels, barges and pontoons as well as extensive services to manned or unmanned vessels in lay-up, all against affordable prices. Dutch Harbour is suitable for vessels up to 200 m in length and with a draft up to 5.50 m, while its 700 m floating jetties safeguard against any tidal influences. The harbour entrance is closed off by a floating security barrier and the surrounding harbour terrain is accessible only to owners and crew. Harbour access is monitored 24h by security cameras.

For additional information and rates, please contact

Dutch Harbour Lay-up Services

Harbour G950 • Griendweg 14, 's Gravendeel

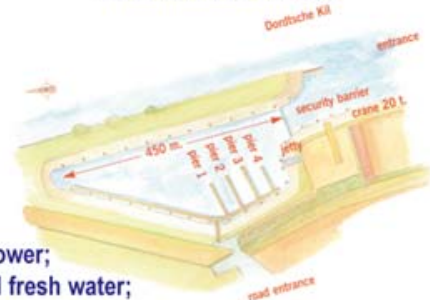
T: 085-8779114 • F: 085-8779115

E: info@dutchharbour.nl • W: www.dutchharbour.nl



Facilities:

- Closed, private harbour;
- Secure mooring & safe access;
- Camera surveillance;
- Free domestic garbage disposal;
- Free wireless internet.



Optional Services:

- 380V/220V shore power;
- Supply of MDO and fresh water;
- Crane services;
- Various alarm systems for cold lay-up.

GHW Bush Strike Group Completes COMPTUEX

George H.W. Bush Strike Group (GHWBSG) and embarked **Carrier Air Wing 8** completed a successful Composite Training Unit Exercise (COMPTUEX) in the Atlantic Ocean Feb. 11, following three weeks of drills and exercises in preparation for their scheduled combat deployment later this year.

"I am extremely proud of the George H.W. Bush Strike Group's performance during COMPTUEX," said Rear Adm. Nora Tyson, Bush Strike Group commander. "Our Strike Group and coalition team have come together and formed an effective and cohesive fighting unit." COMPTUEX is designed to test every capability of a Strike Group, with the goal being to hone warfare skills and tactically execute as one cohesive unit as the Strike Group prepares for its inaugural combat deployment. The training exercise is part of the intermediate phase of the Inter-Deployment Training Cycle.

Strike Group ship boarding teams performed almost 20 practice visit, board, search and seizure (VBSS) evolutions, while the air wing totaled 3,777 hours of flight time during 1,808 sorties flown. "It was a very successful three weeks," said Carrier Air Wing 8 (CVW-8) Commander, Capt. Jeff Davis. "The strike group made great advancements in the integration of the warfare commanders to project coalition naval power."

The successful completion of COMPTUEX was the result of a total team effort from GHWBSG, which includes five U.S. ships, a Spanish frigate, a French destroyer, and the embarked air wing, totaling roughly 7,500 Sailors.

Though many Bush Sailors are looking forward to their first port call in Mayport, Feb. 11, following a busy 23 days at sea, Tyson said the team will need to be ready to get back to work as soon as liberty expires to begin the final stage of pre-deployment training, the Joint Task Force Exercise (JTFEX). "We still have a lot of work ahead of us in order to be certified as combat-ready for our deployment, and I look forward to JTFEX as the perfect opportunity to further refine and perfect our teamwork and warfighting competencies at sea."

The Bush strike group is comprised of **CVW 8**, **USS George H.W. Bush (CVN 77)**, the guided-missile cruisers **USS Gettysburg (CG 64)** and **USS Anzio (CG 68)**, Destroyer Squadron 22 ships **USS Mitscher (DDG 57)** and **USS Truxtun (DDG 103)**, the French destroyer **FS Primauguet (D 644)** and the Spanish frigate **ESPS Almirante Juan de Borbón (F 102)**.

Crew give final salute to warship

The crew of one of the Royal Navy ships decommissioned following cuts to the defence budget has marched through her namesake town to mark the end of her service.



Sailors from **HMS Chatham** were joined by the Band of the Royal Marines in the parade through the streets of Chatham, Kent, on Saturday. Speaking ahead of the event, her commanding officer, Commander Simon Huntingdon, said: "Having been granted the Freedom of the Borough of Medway, it is a great privilege to be able to exercise our right to march through Chatham on this final occasion."

Photo : MOD

"The parade also presents an opportunity for the people of Medway to say goodbye to their ship. "Although the day will be tinged with sadness, **HMS Chatham** has enjoyed more than 20 years of friendship and support from the local people and I'm

certain that many happy memories of this special bond will remain long after the ship has gone."

The event comes after an official decommissioning ceremony at the ship's base at HM Naval Base Devonport near Plymouth on last week Tuesday. The ship has seen active service globally in conflict, anti-piracy, anti-narcotics and humanitarian operations. She was present at the handover of sovereignty for Hong Kong in 1997 and, more recently, received world-wide recognition for her efforts in the aftermath of the 2004 Tsunami.

Last year **HMS Chatham** returned from a seven-month deployment off the coast of Somalia where she was the lead vessel for Operation Ocean Shield, the Nato contribution to counter piracy in the area. **HMS Chatham** was laid down at Swan Hunters shipbuilders in 1986, was launched in 1988 and was the last of the four Type 22 frigates.

She is 150m long, has a crew of 250 and displaces 5,300 tonnes. The frigate carries anti-air and anti-missile SeaWolf missiles, anti-ship Harpoon missiles, anti-submarine Stingray torpedoes and a Lynx helicopter; she is also fitted with a variety of guns of up to 4.5inch (114mm), advanced radars, sonar, computer systems and communications equipment.

Powered by gas turbine engines, **HMS Chatham** can sprint at speeds of up to 30 knots. She is the seventh Royal Navy ship to bear the name; one of her predecessors had the honour of transporting the body of Admiral Lord Nelson from **HMS Victory** to Greenwich Hospital, where he lay in state until his funeral at St Paul's Cathedral.

The Strategic Defence and Security Review revealed in October that the ship would be withdrawn from service.

Source : The telegraph

Marine ruimt explosieven Eurogeul

De Koninklijke Marine ruimde de afgelopen twee weken 5 explosieven op de Noordzee. Deze bevonden zich in de drukbevaren aanvoerroute naar de Rotterdamse haven. De bommen werden geruimd door de mijnenjager Hr. Ms. Hellevoetsluis.

"De Eurogeul en Noordhinder zijn drukbevaren aanvoerroutes naar de Rotterdamse haven", vertelt de commandant van de mijnenjager, luitenant-ter-zee Sjoerd Feenstra. "Elk explosief vormt daar een reële bedreiging voor de scheepvaart". Met de Seafox, een zogenoemde Remotely Operated Vehicle (ROV), werden meerdere contacten gelokaliseerd en onderzocht. Vier explosieven werden op locatie vernietigd. Marineduikers brachten een explosieve lading aan op de bom, die vervolgens gecontroleerd tot ontploffing werd gebracht. Eén explosief bevond zich te dicht bij een pijpleiding. Deze zeemijn werd met een hefballon van de zeebodem getild en verplaatst naar een veilige locatie, om daar te worden vernietigd.

Mijnenvrij

Hoofdtak van de mijnenjagers van de marine is het mijnenvrij houden van de zee, kustwateren en havenmondingen. Wekelijks treffen vissers daar nog mijnen aan uit de Tweede Wereldoorlog. Dat deze na ruim een halve eeuw nog steeds levensgevaarlijk zijn, werd duidelijk op 6 april 2005. Drie opvarenden van de Nederlandse visserskotter OD-1 kwamen die dag om het leven, toen een opgeviste vliegtuigbom uit de Tweede Wereldoorlog op het dek ontplofte. Na dit incident werd de jacht op mijnen, bommen, granaten en torpedo's in samenwerking met de Belgische zeemacht verhevigd. Ook de Nederlandse visserij werkt actief mee door opgeviste explosieven te markeren en te rapporteren aan de kustwacht. Mijnenjagers van de marine maken het explosief vervolgens onschadelijk. **Bron : Nederlandse Marine**

**Due to travelling abroad this week the
newsclippings may reach you irregularly**

SHIPYARD NEWS

Seaway Heavy Lifting

Offshore installation

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

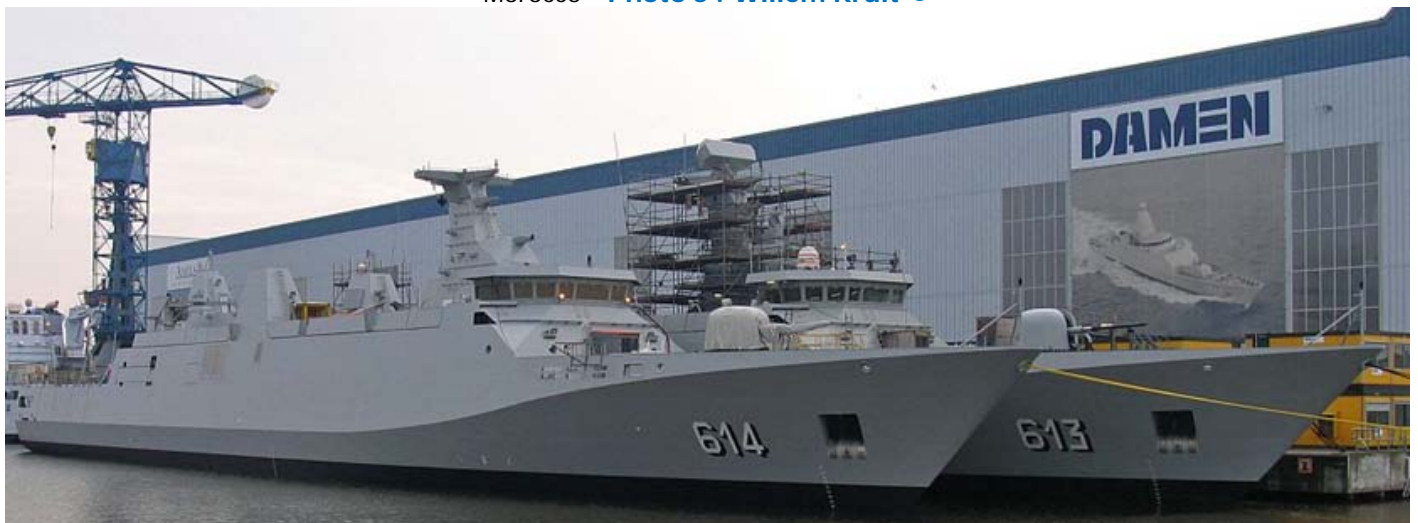
Seaway Heavy Lifting



Albert Einsteinlaan 50, 2719 ER Zoetermeer
The Netherlands
e-mail : info@shl.nl



Above seen the **P 840 HOLLAND** and **P 841 ZEELAND** fitting out at the Damen – De Schelde Naval yard in Vlissingen, and in the back and below seen two Sigma (613 + 614) corvettes which are under construction for Morocco - **Photo's : Willem Kruit ©**



KEEL LAYING OF THE DISNEY FANTASY



At the Jos Meyer werft in Papenburg (Germany) the keel was laid February 11th for the 130.000 GT newbuilding for Disney, named the **DISNEY FANTASY** – Photo's : [Henk Lichtenberg](#) ©



ATHENA LAUNCHED AT THE IHC MERWEDE



At the IHC Merwede yard in Kinderdijk the **CSD ATHENA** was launched last Saturday
Photo top : Jan van Heeteren © below : crew Volvox Olympia ©



See more of the launch of the **ATHENA** at :

<http://www.fotorondleiding.nl/athena/launch.html>

and / or

<http://www.dredgemovies.com>

and/or

<http://www.youtube.com/watch?v=KTeHE8be6iA>

ROUTE, PORTS & SERVICES

<p>MEET TOS </p> <p> Singapore from 1st till 3rd March</p>	<ul style="list-style-type: none">• Global Ship Delivery• Crewing Solutions <p>www.tos.nl</p>
--	---

Ponnani harbour inaugurated

The Chamravattom regulator-cum-bridge will be thrown open to traffic on March 5, Minister for Local Administration Paloli Mohammed Kutty has said.

He was presiding over a function in connection with the inauguration of the Ponnani fishing harbour on Friday. Minister for Fisheries S. Sharma inaugurated the harbour, which can berth 350 motorised fishing vessels and 1,250 traditional boats. N. Mohan Kumar, chief engineer of Harbour Engineering Department, presented a report. As many as 6,500 fishermen will be directly benefited from the harbour, and 25,000 will be indirectly benefited. **Source : The Hindu**

OOCL facilitates empty box pickup

OOCL, in pursuit of further enhancing customers' convenience, has announced new service - Empty Pickup Appointment (EPA), an innovation in the shipping business. The service was first introduced in Hong Kong in October last year, the company's press release said.



The **OOCL LUXEMBOURG** seen at the Elbe river enroute Hamburg – **Photo : Michael Brakhage ©**

According to OOCL customers can now make appointments prior to empty container pickup by calling the hotline number. The customer may amend or cancel the appointments and make changes on pickup time. EPA service ensures customers can pick up empty containers as per appointment at designated locations. This saves time for customers by avoiding unnecessary transit between depots.

The service effective for three months has proved to be efficient and convenient as well for customers as for truckers, OOCL said adding that it considers the extension of EPA service to Shenzhen.

Orient Overseas Container Line (OOCL) is a wholly-owned subsidiary of Orient Overseas (International) Ltd. Headquartered in Hong Kong, OOCL is one of the world's leading container transport and logistics service providers, with more than 280 offices in 55 countries. The company operations link Asia, Europe, North America, the Mediterranean, the Indian sub-continent, the Middle East and Australia/New Zealand. **Source : OOCL**



The **NOR TIGERFISH** seen off Balboa, the offshore support vessel is enroute Singapore (ETA March 2nd)

Photo : Jacob Versteeg ©

New container port opens in Vietnam

Central New Port, a new container port was opened in Hai Cang Ward, Quy Nhon City, Binh Dinh Province on February 8, reported Venews. On the opening day, the port received the first container ship, Vsico Pioneer, with a capacity of 7,055 DWT.

The Central New Port will play an important role in the logistics services of the Saigon New Port Corporation as it helps attract goods from central provinces of Vietnam and Laos, shortening the distance with less expense to improve the competitiveness capacity of the customers in the region. **Source : Portnews**

MAJOR WORKS IN GREAT YARMOUTH PORT

MAJOR work is to be carried out on the entrance to Great Yarmouth's outer harbour to address the swell problem that has dogged the port during its first year of operation. The 200m entrance to the harbour could be reduced by as much as 50m to reduce the impact of swell whipped up by easterly winds. At the same time, the breakwater arms will be intensified and heightened with extra rock. The news comes in the week that the port has been put under the microscope by a Norfolk County Council scrutiny meeting examining whether it has represented good value for nearly £20m of public investment.

Meanwhile, it has been announced that the £8m container cranes that have been idle since their arrival at the harbour in May 2009 are to be taken away by ship to Venice, Italy, in late March or early April. EastPort announced at the end of last year that the container operation with PSA was to be suspended because of the economic conditions. Critics have blamed EastPort for the ongoing swell problem – which has prompted criticism from a ship's captain and led to one vessel leaving port early – because it made design changes to the original harbour plan. However, EastPort chief executive Eddie Freeman insisted there were frequently teething problems with new ports. Almost always, there is a need for some kind of adjustments, whether it is to the fenders or the design. There are no skeletons here, it is par for the course," he said.

They were consulting on various design options, but expected to come to a decision within weeks. he added. The work was then likely to take place over the summer. The swell problem first became widely debated last autumn when the grain-carrying vessel The Arklow Viking abandoned an attempt to dock in windy conditions. At that time, the captain Hans Cadee said there was too much movement and pitch and roll to be safe for loading and he described the outer harbour as "completely exposed to the easterly wind from the North Sea". Mr Freeman said the swell issue had been accentuated by market trends that meant smaller vessels were now wanting to use the outer harbour; it had originally been designed for ships too large to fit into the river port. Measures had already been taken to tackle the problem by replacing hard rubber cone fenders designed for bigger ships with Yokohama airbag fenders.

He said sea ports were always going to be at risk from the elements but insisted the swell issue was not getting in the way of the harbour's growth. Operations would continue normally at the harbour during the work. Regarding the removal of the cranes, Mr Freeman said it would enable the port to focus on other opportunities, notably the burgeoning offshore renewable sector. **Source : Gt Yarmouth Mercury.**



Coblefret's **AMANDINE** arrived at the Humber Sea Terminal in very poor visibility for the first time last week.

Photo : Simon Smith

Mærsk sells more ships to MSC

A P Møller-Mærsk has reportedly sold another three older container carriers to Mediterranean Shipping Company (MSC). The three vessels in question are the **Maersk Maine**, the **Maersk Vermont** and the **Maersk Marylund**. The price tag is said to be USD 10.5 million per unit. They are sister vessels built in Japan at the beginning of the 1990s and have a capacity of 1,920 TEUs. The vessels were incorporated in the Maersk Line fleet when the Danish major purchased P&O Nedlloyd. The vessels were owned by the P&O Nedlloyd's US subsidiary Farrell Line. Recently, Maersk Line sold the last three of the M class vessels from 1988 to MSC. They replaced some older container carriers in the MSC fleet. Recently, MSC sold a number of container carriers, built in the 1970s, for recycling. **Source : ShipGaz**

Russian seaports' Jan. throughput grows 2.7% to 41,4m tons

Trade flows passing through the Russian seaports in January 2011 increased by 2.7% from the same period of 2010, to 41,41 million tons, PortNews reports citing the statistics of Association of Sea Commercial Ports (ASOP).

In January, handling of dry cargo handling rose by 10.4% compared with 2010's figures, to 15,78 million tons. Russian ports showed strong results in transshipment of coal - 5.43 million tons (+16.7%), containerized cargo - 2 77 million tons (+38.8%), mineral fertilizer - 940,000 tons (+15.1%), ore - 740,000 tons (an increase of 2.3 times), refrigerated cargo - 390,000 tons (+ 34,5%), non-ferrous metals - 300,000 tons (+1.0%), scrap metal - 290,000 tons (an increase of 2.8 times), sugar - 190,000 tons (+21.1%), while the volume of ferrous metals dropped by 10.8%, shipments of grain slumped by 6.3 times.

In the reporting period the volume of liquid bulk cargo was down by 1.5% to 25.63 million tons; crude oil - by 5.4% to 17.07 million tons, petroleum products - by 6.1% to 7.38 million tons.

Exports volume declined by 1.9% from Jan. 2010's results, to 31.2 million tons. Handling of imported cargoes rose as much as 1.6 times to 3.41 million tons, transit cargoes totaled 4,39 million tons (+14.0%), coastal traffic dropped by 2.5% to 2.39 million tons.

Stevedore companies of the North-West Basin seaports handled 17,34 million tons of cargo, up 2.0% from a year earlier. The volume of dry cargo jumped by 22% to 6,62 million tons, liquid bulk – fell 7.4% to 10,71 million tons. Cargo throughput of Big Port St. Petersburg gained 21.6% to 4,27 million tons, Port of Kaliningrad handled 1,14 million tons (+8.7%, Port of Vysotsk cargo volume gained 16.9% to 1,24 million tons, freight flows via Port of Ust-Luga increased by 19.8% to 830,000, the port of Arkhangelsk demonstrated a 20.3-percent growth to 250,000 tons.

Ports of the Southern Basin handled 14,63 million tons (-1,7%), including dry bulk - 4.34 million tons (-3.3%), liquid bulk cargo – 10,28 million tons (-1.0%). Freight volume handled at Tuapse port totaled 1,68 million tons (+1.4%), the port of Astrakhan transshipped 380,000 tons (+29.3%), the port of Taganrog – 260,000 tons (an increase of 1.8 times). Cargo throughput of the port of Novorossiysk in January 2011 shrank by 7.8% as compared to the same period last year to 9,79 million tons.

Monthly volume of cargo handled at the ports of the Far East region reached 9,44 million tons, which is 11.9% more than a year earlier. The January figure includes 4.81 million tons of dry cargo (+9.9%) and 4.63 million tons of liquid bulk (+14%). Port Vanino's freight volume rose by 11.6%, to 1.39 million tons, Port of Vladivostok handled 810,000 tons (+1%), Vostochny port's throughput surged by 25.3% to 2,87 million tons, freight flows via the ports of Sakhalin Island totaled 1,8 million tons, up 12.7% from January 2010.

Association of Commercial Sea Ports (ASOP) was founded in 1987. Currently ASSOP unites more than 50 Russian organizations and enterprises of maritime transport. The Association includes commercial sea ports, forwarding and agency companies, research institutes and maritime transport schools. The outcome data of the Russian port complex is based on statistical reports, covering all stevedoring companies operating in the country. **Source : PortNews**



The **SLUISGRACHT** seen in the port of Antwerp – **Photo : Stan Muller ©**

BRIDGE OF SIZE

Panamanian President Ricardo Martinelli has announced the construction of a fourth bridge over the Panama Canal, which will link Panama City with the western part of the country. Martinelli said that the current Las Americas Bridge, built in 1962, is not enough in view of the ongoing expansion works of the Canal.

"We are going to allot the construction of a fourth bridge over the Canal, because once the Canal is expanded, at some point, Las Americas Bridge will have to be demolished," he said. **Source : ShipTalk**

ingenieursbureau
OESTERBAAI

Asbestos Surveys conform IMO & SOLAS standards



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



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

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

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

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



The **EENDRACHT** seen moored in Onne (Nigeria) loading for Scotland – **Photo : Yusuf Taban ©**

DP World plans container port in West Bengal

DP World, on the lookout for more investment opportunities in India, is keen to develop a container port at Kulpi in West Bengal's 24 Parganas district. Discussions with the West Bengal government and the Central government on the project were in an advanced stage, said Anil Singh, Senior Vice-President and Managing Director of DP World Subcontinent, at a press conference here on Friday. He was speaking after the inauguration of the first phase of the International Container Transshipment Terminal on Vallarpadam Island, close to the Kochi port.

Investment in port infrastructure in India was still viable because there is a shortage of capacity in the country, said Chief Executive Officer of DP World Mohammed Sharaf. The Kulpi project was first mooted 15 years ago and it was to come up within a Special Economic Zone.

Mr. Singh said the new DP World facility in Kochi was state-of-the-art and would achieve the highest benchmark in container handling time and turnaround time. Chairman of Cochin Port Trust N. Ramachandran said that the Port Trust authorities had conveyed its opinion on the Cabotage law, rules governing the movement of domestic cargo.

Amendment in the Cabotage law has been a contentious issue because the present law does not permit foreign flag vessels to operate for coastal cargo. Both Mr. Ramachandran and Mr. Singh said that they did not want to comment on the High Court order to continue operation of the Rajiv Gandhi Container Terminal for another three months. The matter is under the consideration of the court and it would not be in order to comment on the case, they said.

Mr. Singh had said that as per the initial agreement between DP World and Cochin Port Trust, container operations from Rajiv Gandhi Container Terminal would be shifted to the new facility over a shorter period. However, there would still have been an overlapping period of about two weeks, he said. Mr. Singh said that all the major shipping lines had shown interest in the Kochi project and expressed the hope that the facility would soon be able to service 10,000 TEU vessels. Mr. Singh said that container trade in India has been growing 15 per cent annually and there was considerable potential to expand the terminal over time. DP World operates terminals at Mundra, Nhava Sheva, Chennai and Visakhapatnam. In 2010, the company handled nearly 50 million

TEUs across its portfolio stretching between the Americas and Asia. Capacity is expected to rise to 91 million TEUs by 2020 in line with market demand, the statement from DP World added. **Source : The Hindu**



The **SEA JACK** of **A2SEA**, now with a new super structure seen leaving **Shipdock shipyard** bound for IJmuiden

Photo : Mettie de Graaff ©

..... PHOTO OF THE DAY



The **TEGESOS** seen approaching the IJmuiden locks enroute to the Alaska harbour in Amsterdam

Photo : Marcel Coster ©

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

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US) (English version) or visit the subscription page on our website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

Om uit te schrijven klik [hier](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL) (Nederlands) of bezoek de inschrijvingspagina op onze website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>