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The 1963 built Hong Kong STAR FERRIES ferry NIGHT STAR seen arriving at the Central Terminal last Tuesday - Photo : Piet Sinke (c)

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EVENTS, INCIDENTS & OPERATIONS

HONG KONG STAR FERRY



The **Star Ferry**, or The "**Star**" **Ferry Company**, is a passenger ferry service operator in Hong Kong. Its principal routes carry passengers across Victoria Harbour, between Hong Kong Island and Kowloon. It was founded in 1888 as the Kowloon Ferry Company, adopting its present name in 1898.

The fleet of twelve ferries operates four routes (reducing to two in March 2011) across the harbour, carrying over 70,000 passengers a day, or 26 million a year. Even though the harbour is crossed by railway and road tunnels, the Star Ferry continues to provide an inexpensive mode of harbour crossing. The company's main route runs between Central and Tsim Sha Tsui.

It has been rated first in the "Top 10 Most Exciting Ferry Rides" poll by the Society of American Travel Writers ("SATW") in February 2009



The **MORNING STAR** seen departing from the Central Pier for the crossing to Tsim Sha Tsui

Before the steam ferry was created, people would cross the harbour in sampans. In 1870, a man named Grant Smith brought a twin-screw wooden-hulled boat from England and started running it across the harbour at irregular intervals. In July 1873, an attempt was made to run steam ferries between Hong Kong and Kowloon. This was stopped at the time at the request of the British consul in Canton. The company was founded by Parsee merchant Dorabjee Naorojee Mithaiwala as the "Kowloon Ferry Company" in 1888. Naorojee bought Smith's boat, and later acquired the steam vessels **Morning Star** and **Evening Star** from a Mr Buxoo.



Left , the yard plate of the **NIGHT STAR**

It is thought that a regular service to the public was established in the mid-to-late 1870s, after the cession of Kowloon to the British in 1860. The popularity of this means of transport enabled him to increase his fleet to four vessels within 10 years: the **Morning Star**, **Evening Star**, **Rising Star** and **Guiding Star**. Each boat had a capacity of 100 passengers, and the boats averaged 147 crossings each day. He incorporated the business into the "Star Ferry Co Ltd" in 1898, prior to his retirement to India. The company name was inspired by his love of Alfred Lord Tennyson's poem "Crossing the Bar", of which the first line reads "Sunset and evening star, and one clear call for me!".

Naorojee sold the company to Hong Kong and Kowloon Wharf on his retirement. A pier constructed on the western end of Salisbury Road opened in 1906, but was destroyed by a typhoon in September 1906. In the



early 1950s, construction of the present twin-piered terminal commenced on both sides of Victoria Harbour, designed to handle 55 million passenger trips a year. The structure was completed in 1957, concurrent with the Edinburgh Place Ferry Pier built on the island side.

A cold day last Tuesday in Hong Kong with only **9 degrees** makes the trip on the open **TWINKLING STAR** a cold ride for the passengers

At the turn of the century, Hong Kong currency and Canton currency were both accepted as legal tender



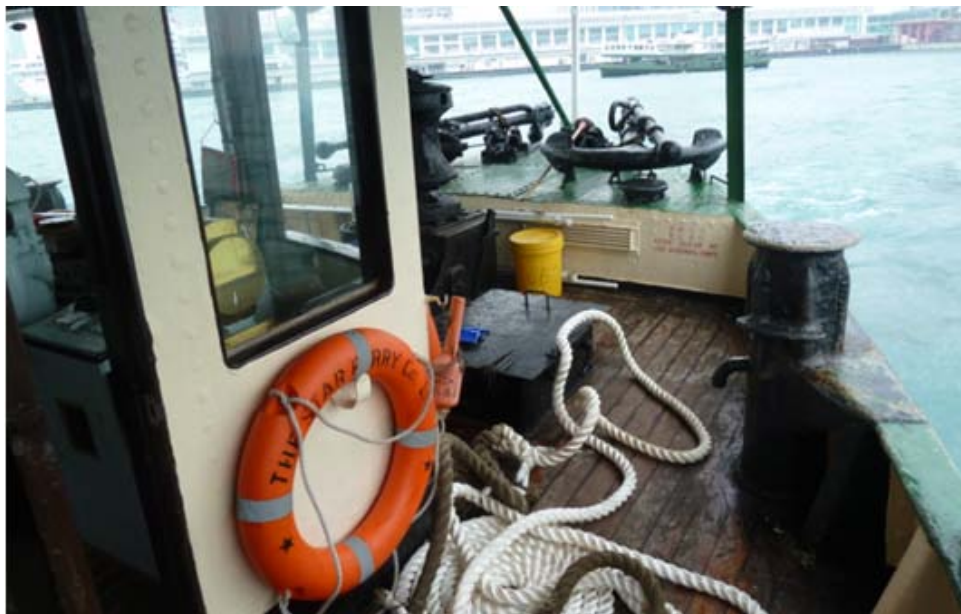
in Hong Kong. In the autumn of 1912, following a devaluation, the Star Ferry caused a controversy by insisting, together with the tramways, that payment had to be made in Hong Kong currency only. Canton coinage would no longer be accepted.

In 1924 the Yaumati Ferry operated the route to Kowloon in a duopoly. In 1933 the Star Ferry made history by building the **Electric Star**, the first diesel electric passenger ferry of its kind.

By 1941, the company had six vessels. During the Japanese Occupation of Hong Kong, the competing Yaumati Ferry was allowed to continue, while the Japanese commandeered the Star Ferry for their own purposes. The **Golden Star** and the Meridian Star were used to transport prisoners of war from Sham Shui Po to Kai Tak. In 1943, the **Golden Star** was bombed and sunk in the Canton River by the Americans, and the **Electric Star** was sunk in the harbour. After the war, the ferries were recovered and returned to service. Until the opening of the Cross Harbour Tunnel in 1972, the Star Ferry remained the main means of public transportation between Hong Kong Island and the Kowloon side.

The Star Ferry operates on a franchise from the Government. It was last renewed in March 1998, the year of its centenary. In the more than 100 years since its beginning, the Star Ferry Company has gone from a few single-deck coal-powered ferries to a wonderful fleet of 12 diesel-electric vessels, some that hold up to 750 passengers. All have air-conditioned upper deck cabins where passengers can ride in comfort, despite the weather.

The ferry service offers 4 routes: Hung Hom to Central, Hung Hom to Wanchai, Wanchai to Tsim Sha Tsui, and Central to Tsim Sha Tsui. The ferries depart frequently – usually less than 20 minutes apart and as close together as every 8 minutes. The fares are quite affordable (HK\$ 2.5 = 0.25 Euro) and a ride on these historic ferries is a must-do for Hong Kong visitors. **All photo's : Piet Sinke (c)**



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Ben jij of ken jij die initiatiefrijke en geschikte kandidaat? Neem dan contact op met onze consultant Maritime & Offshore: Thom Kuijpers, 06 - 51 61 36 72/thomkuijpers@yer.nl

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The **MSC JOY** seen at the locks in Antwerp – Photo : [Adri de Schipper \(c\)](#)

Shipowners' confidence increases, but dry bulk vessel acquisitions remain low

A steady increase of the Baltic Dry Index, coupled with improved market sentiment after a serious retreat of freight rates since the end of the previous year, have boosted dry bulk ship owners' confidence, thus helping with second hand vessels deals. According to the latest weekly report from Piraeus-based shipbroker Golden Destiny, a total of 31 vessels were reported changing hands during the previous week, for a total amount of \$731,600,000, while six transactions were reported on private terms.

"In terms of reported number of transactions, the S&P activity has been marked with almost a 11% positive w-o-w change, while is down by region 9% comparable with previous year's weekly S&P activity when 34 vessels induced buyers' interest. In terms of invested capital, the tanker sector appears to be the most overweight with around US\$ 616,550,000 mil invested in the sector, a 84% share of the total invested capital in the S&P secondhand market" said Golden Destiny. It also mentioned that the Greek presence has been noticed this week only in the secondhand market, with the acquisition of two 1,100 teu container vessels at an enbloc price of around \$ 18 mil, while no fresh newbuilding activity has appeared in the market.

In terms of the newbuilding market, it seems that the dynamic is there, despite the already hefty orderbook. On a weekly basis, reported orders were up by an impressive 116%. According to Golden Destiny, "however, the investment scene appears vague as there are weeks that ordering activity seems to bottom out and weeks that signals robust activity. The volatility shown in the newbuilding business is directly affected by the newbuilding projects in the bulk carrier sector and with the BDI showing negative trends, there are some concerns about the future of the forthcoming newbuilt vessels. The existing newbuilding price policy seems to encourage the investment plans of foreign owners with Greek owners still being not so active throughout 2011, adopting the "wait and see approach" until the market shows more steady earnings in the dry sector. On the other hand, the Chinese lunar year seems that has not influenced the investment plans of Asian investors as 11 out of the 17 orders reported in the bulk carrier sector have been placed by Asian players in their domestic yards. The week ended with 39 new orders reported in total, equalling a total invested capital of around of \$1,85bil, with 16 newbuilding transactions reported on private terms. In terms of reported number of orders, the bulkcarrier sector holds the largest share of newbuilding business this week, as 43% of the total number of orders is reported in the bulk carrier sector, while the trend for postpanamax ships persists from the previous week. Sources suggesting that container order book has shrunk significantly from 2009-2010 and major players could arrange the settlement of newbuilding units to renew their investment strategy for their fleets. However,

the special projects/offshore sector has been also very active the last weeks and actually this week the investments represent almost 52% of the total invested capital, reaching the \$ 1bil level”.

As far as demolition activity is concerned, 14 vessels reported to have been headed to the scrap yards of total deadweight 451,744 tons, with the most of activity being concentrated on India. In terms of reported number of transactions, the Demolition activity has been marked with a 16.6 % positive w-o-w change with bulkcarriers being the most popular scrap candidates. In terms of scrap rates, the highest scrap rate has been achieved this week by India for an aframax tanker vessel, however it seems that the market has lost some of its strength. At a similar week in 2010, 24 vessels were reported for scrap indicating a negative yearly change in demolition activity of almost 42%.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



The **HUMBER VIKING** seen in Antwerp – Photo : Stan Muller ©

Norwegian ship owner: 'Hang the pirates'

Shipping magnate Jacob Stolt-Nielsen advocates stronger measures to deal with the spate of hijackings by Somali pirates. "The only way to put this business in decline is to hang them," he tells Dagens Næringsliv (DN).

He expresses his frustration at what he claims is the international community's lily-livered approach to the Somali pirates, where they are captured, released, or tried in an international court, saying, "the only language these pirates understand is force." "Sinking their ship with all hands aboard is the way to solve the problem." So far, the company is the only one who admits having armed guards on board, paying approximately one million dollars per month for its some 150 ships for the facility. CEO Niels G. Stolt Nielsen has inherited his father's uncompromising attitude, telling DN a few weeks ago that they have also used barbed wire and hot water to repel the pirates. Last week saw two hijackings. On Tuesday, Somali pirates seized Italian tanker **Savina Caylyn** in the Indian Ocean some 800 kilometres (500 miles) west of India, with approximately 60 million dollars worth of crude onboard. Just one day later, another band hijacked US-bound tanker "**Irene SL**" off the coast of Oman with her cargo of crude to the value of approximately 200 million. This was one of the largest hijackings in the area to date.

Despite the total of over 700 crew and some 30 vessels taken hostage to date, Jacob Stolt-Nielsen believes eliminating the pirates is worth the risk. "It is conceivable the pirates would take revenge on the crews they are already holding hostage, one must realise this. However, this is war, and wars cost lives," he says. To justify his suggestion further, Mr Stolt-Nielsen draws parallels with history. "Pirates captured in international waters have always been punished with death, often carried out there and then. The Romans had problems in northern Africa, the Vikings were pirates, and

North African so-called 'Barbary Corsair' pirates controlled the Strait of Gibraltar for hundreds of years. The business will only stop when it starts costing the pirates too high a price. Source: The Foreigner



The SPCSD **Ibn Battuta** seen before departure Ambriz-Angola to Luanda for clearance, this after a successful project of channel and harbour of Ambriz. Photo : Crew **Ibn Battuta** ©

The advertisement features a collage of three images: wire ropes hanging from a crane, a DNV 2.7-1 certification logo, and a large industrial vessel at a port. Below the images, the text reads: 'Wire Ropes • Towing, Lifting and Hoisting Equipment • Consulting', 'Nijverheidsweg 21 - 3161 GJ Rhooen - Tel. +31-(0)10-5018000', and 'VLIERODAM B.V. - THE NETHERLANDS – www.vlierodam.nl'. A small VRI logo is in the bottom right corner.

Maltese bulker is hijacked in the Arabian Sea

The Maltese-flagged MV **SININ** (shipowner - Bulk Carrier) is said to be pirated on February 12, about 350nm East of Masirah (Oman) in the North Arabian Sea, EU NAVFOR press release said.

The 52,466dwt vessel with a crew of 23 (13 Iranian and 10 Indian nationals) was heading for Singapore from Fujairah (UAE) when she was attacked. The ship sent out a distress signal, saying she was under attack, late afternoon on Saturday to which an aircraft from the Combined Maritime Forces (CMF) immediately responded. The aircraft

photographed 2 suspected pirate skiffs on board the vessel. There has been no communication with the ship since the distress signal was sent and the **MV SININ** has now changed course towards the Somali coast. There is no information on the condition of the crew. **Source : PortNews**



Above seen the **Stella Polaris** in the ice. - **Photo : J.E. Heidema - Chief officer, Stella Polaris ©**

NGOs call on EU commissioner to fix broken ship breaking legislation

Recently, Mr Janez Potočnik European Union Commissioner for Environment gave a keynote speech at the launch of the BROKEN photo exhibition organized by the NGO Ship breaking Platform and hosted by the center.

The exhibition features photographs by Mr Saiful Huq Omi, an acclaimed Bangladeshi photographer, on the devastation caused by ship breaking on the beaches of Bangladesh. A petition letter against current ship breaking practices signed by hundreds of European citizens was handed to Commissioner Mr Janez Potocnik by Mr Grazia Cioci, acting director of the NGO Ship breaking Platform.

The petition letter urges the European Union to act quickly and either initiate EU legislation or strengthen existing European laws that would effectively prevent European ships from being sent to South Asian countries where they are cut open and recycled in extremely dangerous conditions, harming workers and heavily polluting the environment.

Mr Potočnik said that "This is the kind of thing that governments, international organizations and industry have an urgent duty to stop. It's a threat to people, to the environment and to our very future."

The European Union plays an important role in the ship breaking issue, 40% of the ships sailing worldwide are owned by EU Member States. Globally, 80% of end of life ships are simply run ashore for breaking on the beaches of Bangladesh, India and Pakistan; therefore, an important part of these ships are European owned or used to sail under European flags.

Mr Potočnik acknowledged the importance of the problem, declared his readiness to contribute to a solution and said he supports the work of the NGO Ship breaking Platform. He particularly highlighted the Platform's coalition partner in Bangladesh, the Bangladesh Environmental Lawyers Association for their achievements in their long legal battle to get ship breaking off the beaches of Bangladesh.

In addition, he said that ship owners have to take responsibility. Some are already doing it by choosing to invest in green and safe facilities, and by establishing inventories of hazardous materials. But more can certainly be done and we have to provide encouragement and incentives and added that the Commission needs to focus on improving the

industry. He added that "We have to make the sector more transparent, more environmentally friendly and above all, a place where people can earn their living safely, without fear of death or injury."

According to Mr Potočník, the way forward is to encourage Member States to rapidly ratify the International Maritime Organization's Hong Kong Convention. As explained in the petition letter, the NGO Ship breaking Platform disagrees with the line of the Commission. The Hong Kong Convention, which was adopted in 2009 but has not yet been ratified and will probably only enter into force in the next 8 to 10 years, aims at regulating ship recycling. However, it represents an unfortunate step backwards with respect to international governance, the protection of human rights and of the environment.

Mr Grazia Cioci acting director of the NGO Shipbreaking Platform said that "The Platform stands by its position that ship breaking on the beach can never be accomplished in a manner which is environmentally sound and protective of human health. We believe that it is necessary to move the operations off the beach and properly enforce the Basel Convention to ensure that developing countries are not used as dumping grounds of the rich, and that the workers in developing countries are given a fighting chance to survive their jobs. Anything less is a sad game of exploitation."

Source: Steel Guru



On 15-02-2010 the **SS DR Bicentenario** was successfully loaded on the **Blue Marlin** from Dockwise. The rig will be heading to Curacao with a stopover in Cape Town for crewchange . In Curacao the thrusters will be reinstalled and the final preparations will be done to start a 5 year contract for Pemex in the GOM.

Photo : Jaap Plug - Captain / OIM - SS DR Bicentenario ©

Crew's failure to immediately report hazardous condition may amount to violation of the Ports and Waterways Safety Act

Members are informed that the United States Court of Appeals for the Sixth Circuit in a recent decision found that a vessel crew's failure to immediately report a hazardous condition aboard a vessel to the US Coast Guard amounted to a knowing and wilful criminal violation of the Ports and Waterways Safety Act. According to the Act, the owner, agent, master, operator, or person in charge shall immediately notify the nearest Coast Guard Marine Safety Office or Group Office whenever there is a hazardous condition either aboard a vessel or caused by a vessel or its operation. Hazardous conditions are broadly defined and cover inter alia any condition that may adversely affect the safety of any vessel. It may involve collision, allision, fire, explosion, grounding, leaking, damage, injury or illness of a person aboard, or manning-shortage. The Court decided that the fact that the crew was aware of the hazardous condition, but failed to report it, was sufficient evidence to support a finding that the failure to notify the Coast Guard was knowing and wilful, rather than a poor judgment call or an honest mistake. Members operating in US waters are suggested to ensure that their crews and other relevant personnel are aware of the obligation to immediately notify the Coast Guard of such hazardous conditions. **Source: Bimco**



The **AFRICA MERCY** seen leaving the port of Durban after her 5-month refit in the port. She was bound for Sierra Leone, via Cape Town. **Photo : Trevor Jones ©**

New York delays ballast-water rules

New York state officials agreed to a 20-month delay of stringent rules governing discharge of ballast water from ships entering and exiting the Port of New York and New Jersey, Journal of Commerce reports.

The New York State Department of Environmental Conservation had planned to impose the new rules at the start of 2012. The agency pushed the deadline back to August 2013, acknowledging that technology to comply with the new rules does not exist.

The International Maritime Organization is circulating a new standard for ballast water that it expects will take effect in 2012, but environmental groups say the standard should be tougher.

New York's proposal would be 100 times more stringent than the one proposed by IMO. California has proposed standards 1,000 times more stringent than the IMO standard, which calls for vessels to have systems effective enough to discharge ballast water with no more than 10 living organisms per 264 gallons of water. The proposed New York state rules would affect all cargo moving in and out of the Port of New York and New Jersey, because vessels calling at New Jersey terminals must pass through New York waters on their way to and from open sea. **Source : PortNews**

CASUALTY REPORTING




The reefer 1993 built **BARRINGTON ISLAND** reached Antwerp coming from New York on Feb 14. The vessel previously had lost 20-30 containers during bad weather in the open sea. Also side rails and gangway were damaged. The ship moored at Leopold Dock at 1730 hrs and repairs are due to start on Feb 16 at berth 188

Source : Lloyds – Photo's : Willem Kruit ©



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Pentagon budget request funds 11 ships in FY 2012

Secretary of Defense Robert Gates unveiled the president's fiscal year 2012 budget request for the Department of Defense. It includes a base budget request of \$553 billion, and an overseas contingency operations request for \$117.8 billion.

"These budget decisions took place in the context of the nearly two-year effort by this department to reduce overhead, cull troubled programs, and rein in personnel and contractor costs, all for the purpose of preserving the fighting strength of America's military at a time of fiscal stress," said Secretary Gates. The FY 2012 budget request includes \$24.6 billion to support what the Pentagon characterizes as "a realistic, executable shipbuilding portfolio." That total includes new ship research and development, construction, refueling, and overhaul.

The budget requests \$19.9 billion in Procurement funding and \$4.7 billion in RDT&E funding. The budget supports procurement of 11 ships in FY 2012, and 56 ships for FY 2012 - FY 2016, averaging 11 ships per year over five years (excluding oceanographic ships).

As part of the FY 2012 total, the Army will procure one Joint High Speed Vessel (JHSV) in FY 2012, which is the last of 5 Army JHSVs.

The FY 2012 budget would allow the Department to:

- Build one DDG 51 destroyer, two Virginia class submarines, four of the Littoral Combat Ships (LCS), the last LPD-17 Amphibious Transport Dock ship, two JHSVs (one Army funded and one Navy funded), and one Mobile Landing Platform (MLP)
- Fund Advance Procurement for the CVN 79 aircraft carrier, Virginia class submarines, and the FY 2013 DDG 51 class destroyer.

Source : MarineLog

Joint Arctic naval exercise

Norwegian and Russian military vessels, planes and helicopters will join forces in Arctic waters for ten days in May. Military officials from both countries are today and Tuesday sitting together at the Norwegian Joint Headquarters in Bodø planning the details for the bi-lateral exercise named Pomor-2011.

The exercise will start at the Russian Northern fleet's main base Severomorsk on May 7th and ends in Tromsø in northern Norway on May 17th.

- Norwegian and Russian forces will train on complex situations, ranging from voyages and communications to joint shooting, boarding operations and interactions with aircrafts, says Lieutenant Colonel John Espen Lien, spokesman with the Norwegian Joint Headquarters to BarentsObserver.

The exercise takes place in the Barents- and Norwegian Seas. Pomor-2011 will demonstrate that Norwegian and Russian forces can operate together to solve tasks in the High North.

The first Pomor exercise took place in 1994 in the waters outside northern Norway from Tromsø to Kirkenes. In last year's Pomor exercise, Norwegian and Russian naval vessels sailed from Haakonsvern near Bergen to Severomorsk. Along the way they trained on maneuvering, communication, shooting, search and rescue and anti-piracy combat.

- Both Norway and Russia has for years been focusing on rescue operations, sea transport and management of fishery resources. Increased contact builds trust and friendship. That forms a good basis for all types of cooperation in a period of low tension, says Lieutenant Colonel John Espen Lien.

- Communication and cooperation with the Russian military is important to avoid misunderstandings and conflict, says Lien.

Norway will participate with one of its new frigates, coast guards vessels, aircrafts and helicopters. The Russian Northern fleet will send at least one of its destroyers of the Udaloy-class. Details are to be published later.

Pomor-2011 will take place in a period including the most prominent public holidays in Norway and Russia. May 9th is celebrated in Russia as the end of the Great Patriotic War (2nd WW). The last day of the exercise, 17th of May, is Norway's constitution day and the vessels involved will then be portside in Tromsø. **Source : BarentsObserver**

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Fatal accident fears over neglected navy fleet

AUSTRALIA'S multibillion-dollar amphibious warfare fleet has been neglected to the point where sailors could have been killed if the two largest ships had not been taken out of operation. Defence Minister Stephen Smith admitted yesterday that the navy had "effectively failed" to keep the fleet seaworthy and ready for action.

Mr Smith revealed that Defence chiefs had told him if **HMAS Kanimbla** and **HMAS Manoora** had not been taken out of action, an accident equivalent to the 2005 Sea King helicopter crash in which nine Australian servicemen and women died might have occurred. The Defence Force has been left virtually incapable of mounting an operation by sea with the decommissioning of the rusty **Manoora** and the indefinite docking of its sister ship, **Kanimbla**.

A third ship, the smaller **HMAS Tobruk**, is also incapacitated, and could not be used in the cyclone Yasi relief operation. Their fate means a bridging solution is needed between now and 2015, when two huge ships called landing helicopter docks will become operational. Defence is investigating buying a ship from Britain's Royal Navy to fill the gap, and will also share a New Zealand Navy ship in the interim. Speaking at an Australian Defence Magazine conference in Canberra, Mr Smith said following the Manoora's enforced docking that he had asked the Chief of the Defence Force, Angus Houston, and Defence Department secretary Ian Watt for answers about the state of the amphibious program.

"Their advice, which I am releasing today, was a frank appraisal and identifies systemic and cultural problems in the maintenance of our amphibious ship fleet for over a decade or more," he said. "It outlines the adverse side effects of a 'can do' and 'make do' culture and a lack of sufficient adherence to verification, certification and assurance processes.

"It outlines a perception that major support ships are not subject to the same level of risk as submarines and aircraft, almost a perception that [HMAS Manoora](#) and [HMAS Kanimbla](#) are second-tier ships. It outlines insufficient resources being applied to address shortcomings."

Air Chief Marshal Houston and Mr Watt reported that outsourcing of maintenance, lack of resources, operational pressures and crew shortages had combined to render the ships useless. "While the current situation is unpalatable, the decision to invoke an operational pause was correct and necessary," they said. "Had this not occurred, it would not be unreasonable to predict an increased risk of a Sea King sort of accident in 2005, which killed nine of our ADF people."

The navy announced in September that [Kanimbla](#) and [Manoora](#) had been sidelined, but refused to explain why, referring only to an "operational pause". However, it was an open secret in the Defence community that the two ships were riddled with rust and were unlikely to take to sea again.

Mr Smith announced that an inquiry into the amphibious ships debacle would be headed by Paul Rizzo, the chairman of the Independent Defence Audit and Risk Committee and director of various Australian corporations. The minister cautioned against blaming current Defence personnel, saying the seeds of the problems had been sown years ago. He acknowledged further reforms were needed. **Source : The Age**



The Australian flagged, 65 passenger, [Oceanic Discoverer](#) seen from HAL's [Amsterdam](#) in Thompson Sound, New Zealand. **Photo : Robert Vlaardingbroek (c)**

U.S. Navy Destroyer's Mast Breaks Off

The upper part of the mast on the destroyer Gravelly broke off Feb. 13 while the warship was underway off the northern Florida coast, the U.S. Navy has confirmed.

"While underway conducting routine operations Feb. 13, [USS Gravelly \(DDG 107\)](#) experienced structural damage to the mast mounted antenna. No personnel were injured during the incident," Cmdr. Elissa Smith, a spokesperson for the Second Fleet in Norfolk, said in a Feb. 15 e-mail to Defense News. "[USS Gravelly](#)'s crews took immediate action and secured the damaged mast-mounted antenna. The cause and extent of the damage is unknown. "The ship safely returned to Mayport, Fla. at approximately 10 a.m. local yesterday and is undergoing assessment. Commander, U.S. Second Fleet and Commander, Naval Surface Force Atlantic are taking prudent actions to ensure safe, efficient and

effective repairs to the ship. Naval Sea Systems Command (NAVSEA) is leading the investigation to identify the root cause of the failure."

The **Gravely**, a DDG 51 Arleigh Burke-class Aegis destroyer, was built by Northrop Grumman's Ingalls Shipyard in Mississippi and is virtually a new ship, having been commissioned last November. NAVSEA was unable initially to respond to a question as to whether other ships of the Arleigh Burke class have suffered similar damage. The Gravely is the 57th ship of the class, which remains in production.

"The investigation will determine the root cause of the failure and whether similar conditions exist on other ships of the class," said Alan Baribeau, a NAVSEA spokesman in Washington. A video production crew from Discovery Channel Canada and Exploration Productions in Toronto was on board the Gravely at the time of the incident, working on an upcoming episode of the Mighty Ships series. A spokesman for the company in Toronto declined to comment on the incident.

Judging from a photo produced online by the Web site coltoncompany.com, the break was clean, coming at a weld joining the uppermost part of the mast to a lower part, just above and behind the URN-25 aircraft navigational beacon. The mast appears to have been kept from falling off completely by the electrical cables running inside. **Source :** Defense News

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Above seen February 12th, the newbuilding **REM HRIST** on trials, from ULSTEIN VERFT Norway

Photo : Svetozar Catovic RRM ©

Kiellegging bij Barkmeijer



Op dinsdag 15 februari is met enige festiviteit de kiel gelegd voor het eerste loodsvaartuig (Pilot Station Vessel). In september 2010 ontving **Barkmeijer** de opdracht voor 3 Pilot station Vessels van Nederlands Loodswezen B.V. Traditie getrouw is de kiel gelegd op een muntstuk, in dit geval een oude loodspenning. De kiel werd gelegd door mevrouw **Clarinda van den Bor**.



Dit is het eerste Pilot Station Vessel in een serie van drie schepen. De tewaterlating staat gepland in november 2010, de oplevering in augustus 2012.

Met de nieuwe Pilot Station Vessels kan er met slecht weer langer op zee belooft worden. Hierdoor verbetert het Loodswezen de haventoegeankelijkheid en draagt daarmee bij aan het succes van de Rotterdamse haven en de havens aan de Schelde. De Pilot Station Vessels liggen permanent op zee en zijn de spil in het logistieke proces van het aan boord zetten en afhalen van registerloodsen.

De moderne schepen worden uitgerust met een dieselelektrische installatie waarvan de uitstoot van uitlaatgassen sterk wordt gereduceerd ten opzichte van de huidige schepen. De Pilot Station Vessels worden 81 meter lang en ruim 13 meter breed. De schepen kunnen een snelheid van 16 knopen bereiken. Aan boord is accommodatie voor achttien loodsen en ongeveer achttien opvarenden.



Photo's : Marijn van Hoorn ©

De Pilot Station Vessels 2 en 3 volgen in respectievelijk 2013 en 2014. In de praktijk zijn steeds twee Pilot Station Vessels op zee en één als stand-by in de haven.

Hoofdafmetingen van de Pilot Station Vessels

Lengte over alles : 81,20 m.

Lengte tussen de loodlijnen : 74,80 m.
Breedte : 13,30 m.
Holte tot hoofddek : 7,95 m.
Diepgang : 4,80 m.
Brandstofcapaciteit : 250 m3
Drinkwatercapaciteit : 200 m3
Ballastwatercapaciteit : 550 m3
Ontwerpsnelheid : 16 knopen
Accommodatie voor : 18 loodsen - 17 bemanningsleden - 10 extra kooien
Geïnstalleerd vermogen (6 generatorsets) : 5100 kW.
Voortstuwingsvermogen (2 elektromotoren): 1700 kW (2x).

Korean yards shake off snowstorm

Offshore marine builders in South Korea are roaring back to life after a record snowstorm Tuesday forced an early shut-in of operations.

Staff at Ulsan-based Hyundai Heavy Industries and Okpo-based Daewoo Shipbuilding & Marine Engineering stopped work one hour earlier before the official hour as traffic ground to a halt. "There is no way to access the work site [due to the heavy snowfall]," a source close to HHI said. Ulsan had 14.7 centimetres of snow as of 5 pm local time yesterday marking the heaviest one-day snowfall in the city since 1931, according to Korea Meteorological Administration. Traffic at Geoje Island, the site of DSME's Okpo yard, was also understood to be partially paralysed by the unusually heavy snowfall. "We finish our operations one hour earlier because of the traffic problem," a DSME spokesperson said. Workers have to be evacuated due to safety reasons when roads turn slippery during heavy snowfall, according to the spokesperson. However, business went on as usual yesterday at South Korea's Samsung Heavy Industries, another major offshore builder in Geoje Island. "Some workers have to be mobilised to clear snow from roads and vessels, but the storm does not have any major impact on our yard," a company spokesperson said. "We finish at the same time as usual," he added. Operations at HHI and DSME have also resumed today with the passing of the unusual snowstorm. The three South Korean yard operators, HHI, SHI and DSME, account for the bulk of the world's newbuild drillship and floating production, storage and offloading vessel construction as well as large offshore platform projects. **Source: Upstream Online**

ABG Shipyard wins US\$660m new orders

India-based shipbuilder ABG Shipyard wins Rs30bn(\$660m) new orders by the end of last year, mainly comes from the offshore and defence sectors, a top official said. "We are getting quite a bit of enquiries. Before the end of this calendar year we will be able to add about 20-30 billion rupees of new orders mainly from offshore and defence," Dhananjay Datar, chief financial officer said. Demand for rigs in particular was seeing a lot of buoyancy as crude prices was on the rise. Datar said. ABG has a rig building yard in Dahej in Gujarat. Currently, orderbook of ABG is around Rs145bn. **Source : PortNews**

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The **MAASBORG** seen in IJmuiden – Photo : Marcel Coster ©

Colombia, China in talks to build alternative Panama Canal

Colombia is negotiating with China to build an alternative to the Panama Canal, in a move to promote the flow of goods between Asia and Latin America, sources reported. The proposal is to create a "dry canal" where the Pacific port of Buenaventura would be linked by rail, across Colombia, to the Atlantic Coast. The railway will have a length of 220 kilometers. The rail link is also expected to help encourage the U.S., the largest trade partner of Colombia, to ratify a four-year-old free-trade agreement.

Bilateral trade between Colombia and China increased to more than US\$5 billion in 2010 from US\$10 million in 1980. China, which is currently the second-largest trade partner of Colombia, has been increasing its involvement across Latin America to feed a growing need for raw materials and commodities. Separately, agreements with Colombia and Panama, which would eliminate most tariffs for both countries, have stalled since they were signed in 2006 and 2007. The Panama Canal represents approximately 5% of global trade, with 13,000 to 14,000 ships passing through it every year. **Source : PortNews**

Shipping ministry likely to establish new regulator for ports

Ports in India may soon be able to fix their own market based tariffs for higher returns, with the Shipping Ministry mulling doing away with the Tariff Authority for Major Ports and bringing in a new regulator for the sector.

"Major ports feel that they are at a disadvantage and want the government should either make Tariff Authority for Major Ports (TAMP) mandatory for all ports or free them from its jurisdiction" a Shipping Ministry official told PTI. Shipping Ministry is working on establishing a Port Regulator for all ports for setting, monitoring and regulating service levels and technical and performance standards. "Now TAMP would be the grievance redressal mechanism," the official said adding that the new body may also see change of name.

Maritime states in the country including Andhra Pradesh, Tamil Nadu, Kerala, Maharashtra do not have regulators on the lines of country's Power Sector which have State Electricity Regulatory Commissions that regulate electricity tariffs in the states.

"Maritime state governments do not have their own regulatory authority. This authority would do the regulatory work and is aimed at providing a level playing field for all major and minor ports," he said. There are 13 major ports in the country -- Kandla, Mumbai, Jawaharlal Nehru Port Trust, Marmagao, New Mangalore, Kochi, Kolkata, Haldia, Paradip, Visakhapatnam, Chennai, Tuticorin and Port Blair.

TAMP was constituted in April 1997 to provide for an independent Authority to regulate all tariffs, both vessel related and cargo related. It was also intended to fix rates for lease of properties in respect of Major Port Trusts and the private operators located therein.

TAMP has jurisdiction only over major port trusts and private terminals therein. It is responsible for prescribing the rates for services provided and facilities extended by them and also rates for lease of port trust properties. It is empowered not only to notify the rates but also the conditionalities governing application of the rates. **Source :** **Indiatimes**



The newbuilding tug **T 30** for the port of Antwerp commenced yard trials

Photo : Ludo van Hooydonck (c)

Mombasa port nears full cargo handling capacity

There is confusion at the port of Mombasa following a threat by Dock Workers Union to stop privatisation and concessioning of cargo handling operations of berths 11 to 14. This comes in the wake of a World Bank report which warned that the facility would not be able to handle the volumes of imports due its size. Maritime analysts now say this will reduce the port's competitiveness compared to rivals. The report, Running on One Engine: Kenya Uneven economic performance with a special focus on the port of Mombasa said there were key reforms that were needed at the port ahead or at parallel with significant new investments.

The port master plan, which was revised in 2009 only emphasised the role of private sector in the planned expansion but did not address the diverse institutional, regulatory and legal changes which are also required.

The report said that vested interests have undermined reforms and investment at the Mombasa port for a long time.

Based on the recent growth of over 10 per cent per year for containerised cargo volumes since 2005, the port will this year exceed its 20 million tonnes installed capacity. "Private investment, which would lead to new local jobs, greater port efficiency and a positive impact on growth in the region have been thwarted by vested narrow interests seeking to maintain status quo," said the report.

On job losses, the report said; "and while union and their workers might legitimately fear downsizing, this should be viewed in the context of government plans to extend the port and the situation on the ground today."

The government is planning to make Mombasa a landlord port, in which Kenya Ports Authority withdraws from frontline cargo handling operations allowing this to be concessioned to private sector. In the first phase, Kenya has already gazetted plans to privatise 100 per cent stevedoring services and development of berths 11 to 14 at the port and the Eldoret Container Terminal.

Berths 11-14 were originally designed to handle general cargo and will now be converted into a fully fledged container terminal with modern container handling equipment such as ship-to-shore gantry cranes. **Source: Daily Nation**

French Dockworkers, Employers Open Talks

French dockworkers and port employers Feb. 15 began negotiations aimed at resolving a dispute over pensions that has provoked rolling nationwide strikes since the beginning of the year.

The talks, between the CGT, the largest dockworker union, private port companies and the leading port authorities, are scheduled to last for three days. The CGT, which suspended its six-week long strike campaign last week, has warned it will stage further stoppages from Friday, Feb. 18, if the negotiations do not make progress. The union wants port employers to honor an agreement in principle they signed last October which would allow four years early retirement for up to 6,000 dockworkers with arduous jobs. But the government, which raised the minimum national retirement age from 60 to 62 in November, says dockworkers can only retire two years early. The government, which is the sole shareholder in the seven largest ports, including Marseille and Le Havre, has so far refused to budge, despite pleas from private stevedores that it intervene to bring a speedy end to the dispute. French ports are estimated to have lost as much as 40 percent of their traffic since the beginning of the year following four successive four-day stoppages. **Source: Journal of Commerce**





Above seen the cruise ship **Silver Spirit** sailing from Lyttelton, New Zealand 15.02.11 after making her first call to the port. - **Photo : Alan Calvert ©**

Ship named after Vizag to carry cargo for Colombo

Container connectivity between Visakhapatnam and Colombo will get a boost with the launching of a cargo ship service from Visakha Container Terminal Private Ltd (VCTPL) on Monday.

The ship, the first to be named after Visakhapatnam, as **FAR VIZAG**, anchored at VCTPL on Sunday evening and left for Colombo on Monday. Far Shipping Company Pte Ltd, Singapore, chose to name the vessel after Vizag, creating maritime history. After the naming ceremony, the ship made the maiden call amid a rousing welcome by the terminal employees.

The vessel is dedicated to carry containers which are bound to Colombo for further voyage. The need for dedicated services was gradually felt by all major shipping companies in view of the fact that container business generating from Vizag has huge potential and destined to all over the world. Already three main line vessels have commenced their operations from Vizag connecting Singapore, China and Korea.

However, these point to point vessels can ply effectively on schedules and can carry West-bound cargo to Colombo which is an international hub. Cap. Sriram Ravichander, COO, VCTPL, welcomed the new service in traditional way by presenting a memento to the captain. He said with the launching of dedicated container service, transport to the US, Europe and other West-bound destinations would become hassle-free. **Source : The Hindu**

Cosco secures over \$113m in new orders

Cosco (Guangdong) Shipyard, subsidiary of Cosco Corp (Singapore), has won contracts worth over \$113m to build special purpose carriers, Seatrade-asia reports. The deal includes three firm contracts following receipt of initial deposits from an undisclosed European shipowner, and one option to be exercised by the shipowner by the end of June 2011. The special purpose carriers will be built at Cosco (Guangdong) shipyards and they are scheduled for deliveries between February 2013 and February 2014. Singapore-listed Cosco Corp also revealed that another of its subsidiary Cosco (Dalian) Shipyard, has delivered a bulk carrier of 80,000 dwt **Mega Star** to its Asian buyer. **Source : PortNews**

Maersk Group Announce Expansion Of Break Bulk And Container Freight Carrier Fleet

Danish shipping group A.P. Moller Maersk has released details of the direction being taken by subsidiary Safmarine which it believes will open up an expanding market between Asia and Africa. With the recent delivery of the MV Safmarine Samba, the first of the six new Multi Purpose Vessels (MPV's) that it ordered in August 2008, Safmarine saw the delivery of the first MPV to join its fleet since it became part of the A.P. Moller – Maersk Group in 1999.

Fifteen of Safmarine's fleet of 68 vessels are MPVs, which can carry both breakbulk cargo and containers. These are specifically designed to carry odd-sized and heavy cargo which is unsuitable for containers, such as locomotives, construction equipment, and steel products and pipes and the remaining five ships on order are all scheduled to be delivered in 2011.

MPV's are a more suitable alternative to standard container carriers in new and developing markets where port facilities and material requirements can vary considerably and to demonstrate the seriousness with which the company is taking on the trade Safmarine have asked their Asian Regional Head, Grant Daly, to set up a newly structured dedicated department. He commented:

"Whilst focusing on our core strength and expertise in Africa, we believe that developing our MPV business in Asia is the right approach going forward. The increasing global importance of the Asian economies, supported by the changing trade and sourcing patterns toward Asia make our commitment to this service ever more important."

The structure and design of an MPV means it can load and offload in smaller ports by using its own on board cranes and utilise tween deck panels to construct separate stowage areas for under and on deck loading meaning both general cargo and box traffic can be loaded simultaneously. Safmarine's Hu Ke, Asia Line Manager, MPV Service explained the role of the new ships:

"Currently, we have a monthly service between Far East Asia and West Africa, with vessels calling at ports in China, Korea, Singapore, Malaysia and West Africa. The six new MPV's will allow us to increase our frequency to a bi-weekly service, and cover more Asian ports, for example in Japan and Indonesia.

"Countries such as Japan, Korea and South-East Asia have regular shipments of breakbulk cargo including equipment and rolling stocks to Africa. The swift development of China in recent years has also led to increased project cargo being shipped from China to Africa and raw materials from Africa being returned to China." **Source: Handy Shipping Guide**

Suez Canal disrupted after ship runs aground

Traffic through Egypt's Suez Canal was disrupted for four hours on Tuesday after a ship ran aground because of engine failure in bad weather, an official maritime source said, Reuters reports. "A cargo ship ran aground due to an engine malfunction in the southern sector of the canal, blocking five ships behind it," the source said. An official from the Suez Canal Authority said shipping returned to normal at 1200 GMT after the ship, and another that ran aground later, were freed and moved.

A union official said some employees in the office of canal authority chairman Ahmed Fadel had gone on strike, joining a wave of popular protests that has gripped Egypt. He said this had not affected the normal functioning of the canal. Five of Egypt's Red Sea ports were closed on Tuesday because of bad weather, a spokesman for the Red Sea Ports Authority said. Those affected included Nuweiba, Port Tawfik and Adabiya. **Source : Port News**

.... PHOTO OF THE DAY



The **SKANDI AKER** seen arriving in the port of Den Helder – Photo : Ron Damman – www.newdeep.nl (c)

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