



Number 128 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 08-05-2011**

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

The advertisement for Multraship Towage & Salvage features a large blue and yellow logo on the left. To the right is a photograph of a large white and black tugboat. Below the logo, the website 'www.multraship.com' and the phone number '+31 (0) 115 645 000' are listed. A large blue semi-circle is at the bottom of the ad.



Fairstar's FJORD seen loading the ENSCO 105 in Malta

Photo : Capt. Peter Kerkvliet (c)

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

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

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

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

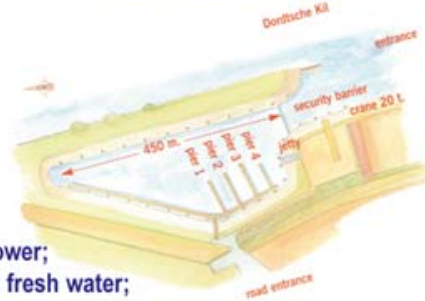
T: 085-8779114 • F: 085-8779115

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.



The **LOWLAND NELLO** inbound to Newcastle NSW in a fresh breeze to load coal for Matsushima (Nagasaki), Japan.

Photo : BJ Browne (c)

Area Woman, and GOP Activist, Mysteriously Jumps to Death from Cruise Ship

After a passenger failed to disembark from a Celebrity Cruise ship on Wednesday, a thorough search of the vessel concluded that the woman was not on board. Footage taken aboard the ship showed the 39-year-old woman straddling a railing Monday night and letting go. The Coast Guard suspended its search after reviewing the closed circuit video.

Celine Rathsbasil, a Bennington Vale mother of five, was traveling to Catalina Island on a three-day work retreat with key members of San Narciso County's foremost conservative political action committee, the Association of Republican Seniors, Wives, Young Professionals and Entrepreneurs (ARSWYPE).

Rathsbasil gained recognition in the community for championing the organization of Bennington Vale's "Target the Enemy" movement to support Sarah Palin's vice presidential campaign against the Democratic opposition in 2008. Rathsbasil was wearing one of the group's t-shirts at the time of her fall, evidenced by the slogans "Let Them Drink Tea," "Crap Shooters," and "Jigga Who?" visible in the video footage. According to the Coast Guard, the search of the ship and Rathsbasil's cabin turned up no suicide note, proof of foul play, or other explanations for her actions.

Carlisle Olden-Whitely, ARSWYPE's chairman, said that everyone in the group was confounded and devastated by the loss.

"Celine was a true patriot," Olden-Whitely told reporters. "She had a beautiful family, a great marriage, and wonderful friends. No one who knew her believes this was a suicide. But it's also difficult to comprehend how the accident happened. She clearly climbed over the rail, but I'm at a loss to explain why."

The only lead available to investigators has come from the ship's bartender, Marvin Isaacs. Isaacs also denied that he thought the cause of death was intentionally self-inflicted.

"No way, man. Like I told the Coast Guard, she was having a good time. But I had to cut her off, you know, because she'd already sucked down a whole bottle of Jim Beam. She really tied one on. Then she started talking about Barack dumping Osama bin Laden's body in the ocean right after the raid. And she tells me, 'That's crap, Marv. They didn't get Osama. If George Bush and Dick Cheney couldn't hunt him down, there's no way that tree-hugging Oreo did. Someone needs to get their ass in the water and pull that body back up. I'm telling you, it was some CIA ass they gunned down by mistake in their botched operation. I'd bet you a Long Slow Screw Against the Wall on it, and I ain't talking about drink.' Then she left. That was the last I saw of her." Source : benningtonvalepress.com



The JEPPESEN MAERSK seen moored in Rotterdam – Photo : Lourens Visser (c)

Noordhoek group in concluding stage of a relaunch

After a turbulent period the Noordhoek Group is in the concluding stage of a relaunch. By attracting external capital the company is to proceed to operate at the same location in Zierikzee, while the vast majority of the quality staff will be able to join the company. The investment company Value Enhancement Partners from Amsterdam will obtain a majority share and will be supported by the Noordhoek family and Hanzevast, the owner of the Noordhoek Pathfinder. Because of the new financial structure and the planned reinforcement of the management, future development will be looked upon with great confidence and the company will be able to extend their specialist knowledge in the area of Diving, Subsea



IRM, Survey and Subsea Equipment

It is expected that the relaunch will be formally completed before the end of next week. In the meantime all major activities will be continued unaffected. At this moment the Noordhoek Group is involved in a variety of projects, among which the construction of the second Coen Tunnel and Survey projects at the North Sea and the Mediterranean. Noordhoek is a leading provider of Subsea Construction, Diving, ROV and Survey Services to the offshore oil and gas industry, serving operators and contractors internationally and domestically in the North Sea. Construction services include installation, upgrading and decommissioning of pipelines and production infrastructure. Diving, ROV and survey services include inspection, repair and maintenance services and support services for subsea infrastructure and underwater structures. Supply of high-tech subsea equipment is, within the Noordhoek group, the domain of Seatec.

VEP is a privately owned investment firm founded in 1999. Since the start VEP has developed into one of the more important "special situation" investment firms in the Benelux area. VEP has built a strong investment track record through investments in complex situations whereby it provides long term financial commitment in combination with serving as a close strategic and operational partner.

Indian Navy foils pirate attack on Chinese bulker

The Indian Navy managed to free a Chinese bulk carrier that was almost hijacked by pirates in the Indian Ocean on Thursday. Pirates boarded a Cosco (HK) Group-owned 27,758 dwt **Full City** carrying 24 crew members onboard and plying around 450 nautical miles from Mumbai, India. An Indian Naval Tu-142 Bear aircraft spotted the attempted hijacked, prompting the attackers to retreat to its mothership. The 24-member Chinese crew managed to lock themselves in the ship's safe house. Somali pirates are likely to conduct attacks further out from the Somali coastline ahead of the Indian Ocean monsoon, which is likely to mitigate pirate activity from next month. **Source:** Seatrade-Asia

Keppel Verolme



YER komt voor Keppel Verolme graag in contact met een ervaren:

- Engineer
- Planning Coördinator
- Projectmanager

Klik hier voor een overzicht van de vacatures.

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

YER

YER Rotterdam | 010 - 798 01 00 | Boompjes 40 | 3011 XB Rotterdam | www.yer.nl



The tug **COURBET** departed with the **ex FAIRPLAY 22** from Rotterdam – **Photo : Henk van der Heijden (c)**

Russia jails six people for piracy of Maltese ship

A Russian court has sentenced the last of a gang that hijacked a Maltese freighter. The court, in Northern Russia, jailed six people for their part in the hijacking of the cargo ship [Arctic Sea](#).

The Maltese-flagged freighter left Finland in July 2009 for Algeria. Its disappearance after passing through the English Channel sparked a global search. The Russian navy eventually found the Arctic Sea off Cape Verde. According to reports, the six people convicted – a Russian, a Latvian, an Estonian and three others described as stateless – were given sentences ranging from seven to 12 years. The [Arctic Sea](#) was supposedly carrying timber but its disappearance led to speculation that it was smuggling weapons, possibly Russian missiles destined for Syria or Iran.

There were reports that Israel had warned Moscow that it was aware the ship was carrying S-300 surface-to-air missiles. Three other men have already been imprisoned in connection with the hijacking and Russian authorities say everyone involved has now been convicted. The UN Security Council decided to urgently consider establishing courts in Somalia to try acts of piracy in an effort to build a more efficient way to fight piracy in that country. The council unanimously adopted a resolution to set up "specialized Somali courts to try suspected pirates both in Somalia and in the region, including an extraterritorial Somali specialized anti-piracy court". The decision was based on recommendations made by Jack Lang, a former French government minister serving as a legal adviser on piracy issues at the UN. French Ambassador Gerard Araud said the resolution took into consideration Somalia's instability and economic and social problems that caused piracy in the impoverished nation. Araud said the resolution called for strengthening the methods of investigation and for transferring pirates to face criminal charges. **Source: The Bulletin**

Samenwerking van de Kustwacht, de UGC en de Douane recherche resulteert in onderschepping van verdovende middelen.



De Kustwacht voor het Koninkrijk der Nederlanden in het Caribisch Gebied (Kustwacht Caribisch Gebied), heeft op donderdag 5 mei 2011, in nauwe samenwerking met de Unit Georganiseerde Criminaliteit (UGC) van de Korpspolitie Aruba en de Douane Recherche van Aruba, bij controle aan boord, verdovende middelen onderschept op een Venezolaanse motorvaartuig genaamd "[Samurai](#)". De bemanning van de "[Samurai](#)" werd hiervoor aangehouden. De verdachten en de verdovende middelen zijn overgedragen aan de UGC. De zaak is verder in onderzoek.

Leaking nuclear icebreaker escorted out of ice covered Kara Sea

UPDATED: "**Taimyr**" was Friday evening escorted by the nuclear powered icebreaker "**Rossia**" into a bay on the Vaigach island. - Ongoing leakages of cooling water from the reactor can evolve into a serious accident with potential for radioactive leakages, says nuclear physicist Nils Bøhmer in Bellona. The nuclear powered icebreaker was earlier this week escorting vessels on the Yenisei river north of the port-town of Dudinka when increased levels of radiation were detected in the air ventilation system of the reactor. The icebreaker aborted its mission and started Thursday to sail back towards the homeport in Murmansk on Russia's Kola Peninsula.

On Friday the two icebreakers were heading southbound through the Kara Sea. Then, early Friday evening, "**Taimyr**" and "**Rossia**" suddenly turned east from the normal lane through the Kara port and entered a bay north on the Vaigach island between Novaya Zemlya and the Russian mainland.

The map with the routes of the two icebreaker is provided to BarentsObserver by the Norwegian coastal administration's vessel traffic service in Vardø. The plots shows that "**Taimyr**" has been escorted all the way through the Kara Sea by the nuclear powered icebreaker, "**Rossia**." The Kara Sea is still ice-covered and the escorting of "**Taimyr**" could indicate that the crew are ready to close down the reactor on short notice and therefore need another icebreaker to assist in the ice-covered waters.

It is unclear why the two vessels suddenly sailed into the bay on Vaigach. The public relation department of Rosatomflot, the operator of the nuclear icebreaker fleet, issues a statement Thursday evening ensuring that the situation onboard "**Taimyr**" is safe for both the crew and environment.

The incident is by Rosatomflot categorized as level zero on the International Nuclear Event Scale (INES), as reported by BarentsObserver yesterday.

- To me this seems like a more serious accident than a 0 on the INES-scale, says Bellona's Nils Bøhmer. He believes it is indeed possible that the Russians are underestimating the severity of the incident.

According to an unnamed highly placed source within Atomflot that Bellona has spoken to there is a leak of some 20 to 30 liters of cooling water a day, discovered in the welding of the circuit in the reactor compartment.

The reactor is still running as the icebreaker is sailing through the ice-covered Kara Sea towards the Barents Sea Friday afternoon. Rosatomflot informs that all main technological parameters of the first cooling circuit of the reactor, including pressure, temperature and water level is within normal operating range.

- Once again I want to emphasize that the nuclear power icebreaker "**Taimyr**" is safe for both staff and the environment, says Vyacheslav Ruksha, director of Rosatomflot in Murmansk.

However, Ruksha says that "**Taimyr**" will close down the reactor before she enters the port in Murmansk. This will, according to Ruksha be done in order to reduce the preparation time to repair the reactor. Although the incident with the Russian nuclear icebreaker has raised concerns among the public in northern Norway, the Norwegian Radiation Protection Authorities (NRPA) has a relaxed view on the situation.

- We were not notified from international or Russian authorities about this situation. We did not either expected to be notified, says head of section for nuclear preparedness in NRPA Eldri Naadland Holo to BarentsObserver.

Nils Bøhmer in Bellona does not agree with the Norwegian radiation authorities.

- NRPA must be more ahead, and put pressure on Russian authorities so that Norway is continuously thoroughly briefed on the status and development of the situation, especially now since it is an ongoing leakage of cooling water that can develop into a serious accident with potential for releases of radioactivity, says Nils Bøhmer to BarentsObserver.

Bøhmer also underlines the need for full openness about the investigation into the incident and following repair of the cooling circuit in the reactor compartment of "**Taimyr**" when the vessel arrives at Atomflot port in Murmansk.

The Murmansk-based nuclear icebreaker fleet has one similar vessel like "**Taimyr**." That is "**Vaigach**", an icebreaker that recently worked in the Gulf of Finland to assist vessels through this winter's heavy thick ice in and out of St. Petersburg. "**Vaigach**" sailed around the coast of Sweden, Denmark and Norway some few weeks ago on its way back to Murmansk. Both "**Taimyr**" and "**Vaigach**" were built in Finland and are more than 20 years old. **Source :** BarentsObserver



The 2 months old **Violet Ace**, seen at Melbourne anchorage 4-5-2011

Photo : Andrew Mackinnon – www.aquamanships.com ©

Maritime  **JOBS4U**

Search, Select and Find your **maritime** job

- worldwide jobs
- per work field
- easy & fast
- apply any time

www.maritimejobs4u.com



MAIB issues report on self-unloading bulker fire and explosion

The U.K.'s Marine Accident Investigation Branch (MAIB) has published its report on the investigation of the fire and explosion on board **Yeoman Bontrup** at Glensanda Quarry, Loch Linnhe in western Scotland on July 2, 2010, when the Bahamian- registered, self-unloading (SUL) bulk carrier was loading cargo loading. The fire spread rapidly, resulting in significant damage to the vessel. Fortunately, injuries were minor.



A routine post-discharge survey identified the need for repairs to **Yeoman Bontrup's** cargo discharge hopper, which required hotwork on arrival at the remote Glensanda Quarry on Loch Linnhe.

Photo : Marcel Coster ©

At 1519, a fire was discovered near the bottom of the vertical cargo conveyor belt. Although attempts were made to extinguish the fire, it spread to the adjacent engine room. Overwhelmed by the scale of the fire, the crew evacuated

the ship. The fire spread rapidly to the accommodation and into the steering gear compartment, which contained a wide variety of ship's-use chemicals. A violent explosion followed which tore the poop deck from the ship.

The most likely cause of the fire was the ignition of the vertical conveyor belt by hot debris from the hopper repair work. Although the vessel was built to the required standards, the fire spread quickly. This was because there was no effective means of early detection, no means of dividing the large cargo handling area for containment purposes, and no fixed fire-fighting system in the cargo handling area to deal with the fire.

The investigation found that the high frequency, and therefore routine nature of hotwork repairs on board **Yeoman Bontrup** had led to violations of company procedures, which compromised safety. Furthermore, elements of the conveyor belt were highly flammable. There are currently no conveyor belt material standards specific to the marine industry.

The investigation also discovered radioactive silometers in the area of the fire. These had not been included in the list of hazardous materials on board, had not been identified during risk assessments, and were not subject to any control procedures. The MAIB says that the ship's manager has taken action to improve hotwork procedures compliance and risk assessment, revise ship's-use chemical stowage arrangements and widen the scope of emergency drills.



Yeoman Bontrup arriving to Gdansk for fire damage repairs / rebuilding at Remontowa (Gdansk Shiprepair Yard "Remontowa" SA) on December 17, 2010

Photo : Piotr B. Stareńczak / "Nasze MORZE" ("Our SEA" monthly, Poland) ©

The ship's owner has established an SUL Owners and Operators Forum to review safety issues relating to the industry sector.

Recommendations have been made which are designed to:

Review and improve standards for fire detection, containment and extinguishing in the cargo handling areas of self-unloading vessels as well as develop standards for conveyor belt systems.

- Establish international standards for the use and control of radioactive isotopes on ships.
- Review national guidance on ship's-use chemical stowage.
- Address complacency with respect to hotwork procedures.

Access the report [HERE](#) source : MarineLog

AMERICAN SALVAGE ASSOCIATION MEMBER RECOVERS AIR FRANCE FLIGHT 447 BLACK BOXES

The expertise of an American Salvage Association (ASA) member culminated in locating and recovering the “black boxes” of Air France Flight 447, which crashed into the Atlantic Ocean on June 1, 2009, killing all 216 passengers and 12 aircrew on a flight from Rio de Janeiro to Paris. The black box recoveries took place in 3,900 meters of water (msw) and were made possible using the ASA member company-designed and operated Remotely Operated Vehicle (ROV). The recoveries were completed in a very short period of time given the technical complexities of operating in extreme water depths. The ROV located the Flight Data Recorder (FDR) within 12 hours on its first dive on April 27. Unfortunately, the critical Memory Unit had separated from the chassis of the FDR. An intensive and methodical visual survey of the sea floor was then initiated in search of the proverbial needle in the haystack. With the ROV operating around the clock, the unit was found on May 1, and brought to the surface. The ROV returned to the debris field to commence the search for the Cockpit Voice Recorder (CVR), which records supplemental information critical to the investigation into the cause of the crash. On May 2, the intact CVR was located and brought to deck of Ile de Sein, the Alcatel-Lucent cable ship supporting the recovery project. Both boxes will be returned to France for analysis. In the interim, the ROV will continue to survey the debris field and recover items of interest as directed by the French Bureau d’Enquetes et d’Analyses (BEA) and the on-site investigative team.

“This high-tech search and recovery job demonstrates yet another professional response that an ASA member was able to provide, that can hopefully shed light on the cause of this horrific, tragic crash,” said ASA President Mauricio Garrido.



The **CREST ODYSSEY 1** seen in Singapore – Photo : Douglas Yeo ©

ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?

PLEASE VISIT THE WEBSITE :

WWW.MAASMONDMARITIME.COM

AND REGISTER FOR FREE !

Stranded ship's crew get diesel for power

At last, there is light at the end of the tunnel for the sailors who were literally groping in the dark aboard the stranded Korean vessel **Samho Dream**. **Samho Dream** has been supplied with 20 bunkers of diesel that can supply power for nine more nights, the crew members told Khaleej Times on Wednesday. Samho Shipping, which owns the ship, also promised to pay the crew's dues by May 15.

On Monday, this newspaper had reported that fuel had ironically run out of stock in the tanker that used to haul crude oil. The ship has been stranded in Dubai waters for over three months after its Korean company ran into rough weather following piracy attacks on two of its vessels including Samho Dream itself. Unpaid for two months, the 26 men on board were also battling the heat and failing health for over three weeks after the bunker fuel dried up. They had power supply only at night and fresh drinking water supply was cut to only two hours at night.

Following the Khaleej Times report, which also highlighted their impending hunger as fresh foodstuff were getting spoilt without refrigeration, the Korean company, Samho Shipping, assigned a local shipping agency to supply the tanker with fuel.

"We received 20 bunkers in the afternoon today. I think it is a total of 20-tonne diesel," one of the crew members said. This, according to an engineer aboard, will suffice to supply power for only nine more nights. "For the past two days, we had to use emergency generators. We were using bare minimum light. We will continue to use electricity at night only as we don't want to finish up this fresh supply of fuel soon," he said.

Meanwhile, Samho Shipping, which has sought court protection as funds have dried up, has informed the captain that all dues would be cleared by May 15 by when its banks were expected to take over things in their hands. "But, we don't know how much we can trust this info. They keep on promising like this," a crew member said.

However, **Samho Crown**, the second vessel of the same company also anchored in Dubai waters since January 28, has not got any such promissory letter. A spokesperson for **Samho Crown's** management company in Dubai International Tanker Management (ITM) said the company has sent a legal warning to Samho Shipping. "Our legal department drafted a letter which says we will remove the crew from the ship if Samho Shipping doesn't give a firm date on which they will clear all the dues of us and the crew. We will wait for four more days for their reply. If they don't reply within that time, we will take our crew back," he said. Source : Khaleej Times



MAMMOET
Salvage

Smart solutions, united experience

24/7

PHONE +31 (0)10 2042 445

salvage@mammoet.com www.mammoetsalvage.com

'Excluded' senior officers refuse BC Ferries' offers

BC Ferries Services Inc (BCFS) has made salary and bonus offers to as many as 155 ships' officers, who were ruled 'excluded' and 'members of management' under an arbitration ruling awarded in October 2010. Currently they are paid union rates. Despite the pending BC Ferry and Marine Workers Union's (BCFMWU) appeal against the arbitration ruling, and a request by the union to hold off on salary offers until the appeal process is complete, BCFS has proceeded with implementation. The Labour Relations Board also denied the union's request for a Stay of Proceedings until its appeal can be heard.

However, it is reported that as many of 80% of the newly exempt employees have not accepted the offers made by the company. This news comes from a separate body, the West Coast Ships Officers Association (WCSOA).

WCSOA comments that BCFS CEO David Hahn has refused to meet with them to discuss the situation. He is quoted as saying: 'To be clear, I will not be partaking in any meeting with an organization that has no standing and our plan on exclusions is proceeding as planned.'

BCFS' offers comes at a time of high demand for qualified deck officers and marine engineers for deep-sea ships. Deep-sea work, while involving long periods away from home, can reportedly pay up to double what BC Ferries is offering. BC Ferries faces a potential shortage of officers and engineers, without which ferries cannot sail. Many have logged large amounts of overtime, which they have either 'banked' or have been paid for. As management, they would not be entitled to overtime pay.

Pushing It Through

The implementation of the arbitrator's decision was described in the company's management plan for Performance Term 3 (2012–2015) as follows: 'Management presence on-board the vessels is considered necessary by BC Ferries to manage the assets in an effective, efficient and accountable manner and to ensure high standards of customer service. In February 2008, BC

Ferries initiated a process to seek the exclusion from the bargaining unit of certain senior positions on-board its vessels.... 'A structured plan will be developed by BC Ferries to implement the award over the next three to five years. BC Ferries believes that the outcome in terms of increased management presence in the fleet will bring positive results including decreased costs in such areas as overtime, and increased efficiency and customer service.'

Masters (Captains) First

For many years, BCFS had made applications to the BC Labour Relations Board to 'exclude' as many as 500 employees from the union bargaining unit. In his October report, arbitrator Vince Ready described the history of management's several attempts to exclude ship's officers, going back as far as 1978. At that time, the Labour Relations Board determined that only the masters of major vessels were 'management'. Masters of minor vessels, senior chief engineers, chief engineers, second engineers/chief engineers, and chief stewards were employees and should be included in the union bargaining unit. In 1986, approximately 10 masters and senior masters on the Northern Gulf Island Routes were excluded by agreement between the union and the BC Ferries Inc. In 1996 there was a further agreement to exclude two additional masters.

Sometime between 1996 and 1999 all senior masters on the remaining vessels (largely the southern Gulf Island routes) were excluded by a Consent Order of the Labour Relations Board. Nowadays, with the exception of 'minor vessels', the master is not in the bargaining unit. (A 'minor vessel' typically would have a total crew of six.) A 2004 Interim Award granted approximately 200 generally land-based exclusions, consisting of the Crewing Department, Human Resources Department, and Assistant Terminal Managers. These exclusions were renewed in last October's decision.

Officers Next–October 2010 ruling

Following extensive hearings throughout 2008–2010, before independent arbitrator Vince Ready, BC Ferries Services was finally successful in obtaining the ruling that certain senior ship personnel were part of management. These ranks therefore can also no longer be members of the BC Ferry and Marine Workers Union.

Naval Command Or Corporate Management?

Aboard any ship, all the crew are under the command of the ship's master. But historically, the Labour Relations Board distinguishes between management and employees using a set of criteria which measure traditional management responsibilities including 'hire, fire, demote, confidentiality, industrial relations input, etc.' However, applying these criteria to the essentially naval command structure of a ship poses unique questions. Arbitrator Ready considered an additional criterion, of contemporary 'management team' responsibilities. BCFS employs shore-based senior fleet operations, engineering operations, customer care, and food and retail personnel who are not usually on board vessels. On board the vessels, there are three distinct departments: Deck, Catering, and Engineering. The deck department is under the direct supervision of each ship's master.

arguments at The 2010 arbitration

The arbitration award came after Vince Ready had heard from both senior management and ship personnel. BCFS executives argued that, without 'management' personnel actually on the ships, improvements in efficiency, safety, and customer service could not be assured. However, ships' personnel argued that they had a professional responsibility to report safety and environmental problems to a number of regulatory bodies. This, they said, was included in the union contract, which thus provided them a measure of protection from retribution. Arbitrator Ready, having presided over several previous attempts by the company to pull the employees out of the union, was familiar with the arguments. In requesting written submissions to speed the hearings, he said: 'I anticipate the Union will argue that its members are fully conscious of the need for safety and that this does not justify any management exclusion. On the other hand, I

anticipate the Employer will argue that exclusions are the means by which management will have the ability to be accountable for the continued safe operations of the fleet.'

One of the questions facing arbitrator Ready was whether the on-board management of the engineering and catering functions should be non-union personnel, since that they all reported to the ships' masters. Company executives testified that the senior on-board managers of each of these functions should also be excluded from the union bargaining unit, since in some cases, the ship's master was the only non-union individual on board. With respect to shipboard engineering personnel, Mark Collins, BCFS Vice-President-Engineering, testified that shore-based management are responsible for multiple ships and cannot adequately monitor performance or discipline issues aboard a single vessel.

Said Collins: 'Engineering superintendents must rely on the chief engineer and first engineer to evaluate shipboard staff performance. This frequently places the chief engineer and first engineer in a conflict situation with fellow union members when matters of job performance and discipline arise. As a result, issues involving the safe and effective operation of the vessel may go unreported to management.'

Whistleblowing

In his report, arbitrator Ready referred to a January 2007 report on fleet safety by former BC Auditor General George Morfitt. Morfitt's review of the ferry company generally affirmed that a 'majority' of employees felt BCFS was 'receptive' to their safety-related concerns. However, Morfitt also recommended that improvements in the Safety Management Systems must address the 'number of staff [who] did not express the same level of comfort.' Morfitt's remarks echoed an affidavit from Darin Bowland, who briefly held the position of Director of Safety, Health and Environment (non-union) in early 2006, and who quit a few days after the sinking of the Queen of the North. Commenting on what he termed a 'broken' safety management system, Bowland expressed his concern about a 'culture that discouraged internal criticism and constructive debate on issues of safety and the environment'.

regulations: a Management Issue?

However, in Collins' view, contact with regulatory bodies must be routed through management. He went on to say: 'BCF has a significant number of regulatory bodies to comply with, such as Transport Canada, BC Safety Authority, WorkSafe BC, Health Canada, Dept of Fisheries and Oceans, Canadian Coast Guard, and Environment Canada. Senior chief engineers, chief engineers and first engineers deal with these bodies on behalf of the Company.

It is important these bodies are advised of the full company position on critical matters, uninfluenced by labour relations matters.' 'For example, in the past there have been times when engineers have directed regulators to issues on a vessel that resulted in operational disruption. If handled by management such issues can usually be resolved with a phased approach that does not disrupt service.'

Rules Of The Sea & Corporate Sensitivity

Senior officers covered by the new arrangement fear that they will lose their right to delay a ferry's sailing on safety or environmental grounds. Under the current union collective agreement and Canadian maritime law, Senior engineers can do this; if overruled, they may appeal directly to Transport Canada. However V-P Collins counters: 'Senior-chief and chief engineers are also in possession of sensitive internal company information (such as financial or environmental data) which may be open to misinterpretation by regulators if not presented in the correct context. In my view, organized labour imperatives ca

Serious Charges

Collins charges: 'At present we have some senior engineers who do not fully embrace safety initiatives, leading to a less safe environment for our staff.' He further claimed: 'Organized labour imperatives may also cause personnel to suppress critical safety information from the Company's knowledge. Unionized personnel have an incentive to put protection of the individual's job or reputation ahead of reporting of critical safety information.' And further: 'Organized labour rules sometimes prevent the Company from taking timely action on competence issues which lead to critical safety issues.'

arbitrator accepts Company Submissions

Arbitrator Ready accepted BCFS' arguments. The company put forward similar arguments with respect to Chief Stewards (who deal with Health Canada regarding catering, and with passengers regarding all manner of complaints) aboard larger vessels; Ready's decision also excluded Senior Chief Stewards and Chief Stewards from the bargaining unit. **Source : ISLAND TIDES PUBLISHING**

NAVY NEWS

LOOKING FOR AFFORDABLE TV AT SEA?

- Fully Automated, All-in-one
- High Quality Antennas, dish from 28cm up to 1.2m
- Built-in GPS
- Unsurpassed Dynamic Tracking
- DVB Signal Identification
- Built-in Auto Skew Angle Control System (Larger Antenna's Only)
- Embedded HD module and TriSat function
- User-friendly Operation
- Tune in Your Favorite HDTV Channels

deepsea@alphatronmarine.com

www.alphatronmarine.com



Protest against US navy ship anchored in Bodrum



A group of Turkish Communist Party, or TKP, members protested against the United States Navy ship, '**USS Stout**,' docking at Turkey's Muğla province's Bodrum holiday town for a visit, reported the Anatolian news agency on Friday.

Gathered in front of Bodrum Municipality Square, the group carried posters with images of the executed student leader of the socialist movement in the 1970s, Deniz Gezmiş, and his comrade friends. The TKP protesters marched toward the port where the ship had been anchored. Chanting slogans condemning American imperialism, the protesters quarreled with police officers when the group attempted to pass the security line.

TKP spokesperson Rauf Cankurtaran read a press statement that said they previously expelled a U.S. war ship from the territorial waters of Turkey. "Deniz Gezmiş, Yusuf Aslan and Hüseyin İnan are among us now. They say 'Yankees Go Home' with us. Meanwhile, Turkish and English announcements were made to ask the ship to leave.

Once the protest was finished, American soldiers leaving the ship toured the holiday town. The ship is predicted to leave Bodrum on May 9. **Source : Daily News with Wires**

SHIPYARD NEWS

Design and construction of Panamanian backhoe dredger awarded to IHC Merwede

IHC Merwede has been awarded the contract to design and construct a backhoe dredger for the Panama Canal Authority (ACP). In its bid, IHC Merwede was successful against a strong field of international competitors. The contract is worth US\$43 million, and thanks to such projects, the development of the company's order book is in line with turnover expectations. The backhoe dredger is not the first Panamanian project for IHC Merwede. In 2008, the company was awarded the design and build of a custom-built cutter suction dredger. With the successful delivery of this vessel, QUIBIAN 1, IHC Merwede has already proved to be a professional and reliable partner for ACP.

The vessel will be constructed using the latest technological developments. The improved design results in extremely high stability, shorter cycle times and therefore higher production rates. The most important piece of equipment on the backhoe dredger is the hydraulic excavator. This will be powered by diesel engines and have the capacity to dredge to a depth of 19.5 metres underwater.

IHC Global Production, an IHC Merwede business unit that specialises in the design and construction of special vessels – such as backhoe dredgers – is responsible for the assignment. As expected, the vessel will be delivered in December 2012 and will initially work on the Panama Canal's ongoing expansion programme.



BOGAZICI Denizcilik San. ve Tic. A.S. tug boat construction specialist of Turkey has successfully launched their new building 65+ Tbp ASD Multipurpose Escort Tug named "**BOGAZICI 9**" on 06th May 2011 at their shipyard in Tuzla / Istanbul.

The high quality vessel which is sister ship of "**BOGAZICI 8**" is designed by CintranaVal-Defcar / Spain and has an overall length of 32.5 m with 11.70 beam. She is powered by 2 x 2100 kW, CAT 3516B HD main engines driving Schottel SRP1515 controllable pitch propellers and has a Class Notation of "I + Hull, Escort Tug, *Salvage Tug, Unrestricted Navigation, Fire Fighting Ship 1 / Water Spraying, + Mach Aut-Ums, Clean Ship" with Unrestricted A3 area Navigation /Communication system.

Incat Crowther designs two ferries for Russian shipyard

Incat Crowther has signed an agreement with Russian shipbuilder Pacifico Marine of Vladivostok for two catamaran ferry projects, MarineLog reported. The companies have formed a relationship that sees the design company assist Pacifico Marine to serve the Russian market with proven designs. Both companies are hard at work to secure further orders to follow the initial two vessels.

The catamarans are being constructed for operation during next year's APEC (Asia Pacific Economic Cooperation) summit to be held in Vladivostok, the administrative center of the Primorsky region. The locally constructed vessels, operated by Vladmorpas Co. Ltd, will provide comfortable and efficient transport for the APEC summit members, while showcasing the region's maritime industry.

The first of the two vessels will be a 27 m aluminium catamaran ferry that will carry 223 passengers. This vessel has been delivered to Pacifico, which has previously specialized in composite materials, as an aluminum kit, which not only includes aluminum structure, but also major components such as windows and doors.

The second vessel will be a 223-passenger 28 m composite catamaran ferry, for which Incat Crowther has provided a complete composite engineering service in addition to its full drafting and naval architectural design service.

Each of the vessels will be powered by a pair of MTU 10V200 M72 main engines driving through propellers, and will have service speeds of 25 knots. They will enter service under Russian Maritime Register Shipping flag. Incat Crowther says it expects to make announce further Pacifico Marine projects in the coming months.



The MSC operated **BOSTON** seen in drydock in Brest – Photo : Jacques Carney ©

Daewoo Subsidiary Receives Order for Four Kamsarmax

DSME subsidiary Daewoo-Mangalia Heavy Industries has received an order to build four kamsarmax bulkers, each weighing 84,000dwt, from Southeastern Asian ship owner KC Maritime.

The order also includes an option for two additional ships. The vessels will cost around \$40m each, according to asiasis.com. The company has also received orders for two bulkers of 82,000dwt from Greek ship owner Larus, and 2 bulkers from another ship owner, totalling 4 bulkers worth around \$140m in the second half of last year. **Source: Ship-Technology**

ROUTE, PORTS & SERVICES

Worldwide liquid cargo services 24 hours per day, 365 days per year!



MariFlex Pump Services B.V.

Professionals in liquid cargo handling

Kon.Wilhelminahaven zz.22, 3134 KG Vlaardingen. Port no 650. The Netherlands. Telephone (24h) +31(0)10-434 44 45
www.mariflex.net info@mariflex.net



PB Hunter seen in Yarra River Melbourne 4-5-2011
Photo : **Andrew Mackinnon** – www.aquamanships.com ©

VF Tanker takes delivery of lead ship from Krasnoye Sormovo

Krasnoye Sormovo Shipyard today, May 5th, handed over to VF Tanker (part of UCL) a new oil tanker of project 19614, the UCL press office said. The 5,5dwt **Mechanic Antonov**, the first of eight tanker series, was launched on Dec. 30, 2010.

The newbuildings contract was signed in July 2010. The delivery is scheduled for 2011. The 'river-sea' tankers are intended for transportation of crude oil and petroleum products. Deadweight - 5,530 tons, length - 141 m, breadth - 16,9 m, depth - 6,1 m, draft - 3.73 / 3,6 m, cargo tanks volume - 6720 cbm, speed - not less than 10 knots, crew - 14/16, endurance - 15/10 days. Navigation area - inland waterways and sea non-arctic areas in accordance with the class of ships. Class: KM * Ice1 R2-RSN AUT3 VCS Oil tanker.

VF Tanker LLC (Nizhny Novgorod) is engaged in shipping of petroleum products via inland waterways. Volga Fleet Tanker operates more than 40 ships of total tonnage of more than 170,000 tons. The company's fleet transports petroleum products from refineries on the rivers Belaya and Kama to St. Petersburg and further by seagoing ships to the ports of destination. Krasnoye Sormovo Plant is one of the oldest Russian shipbuilding companies, founded back in 1849. The shipyard is part of MNP Group (Sea, Oil & Gas Projects) along with Sormovsky Engineering and Volga-Caspian Design Bureau. **Source: Port News**



Svitzer Intrepid waits off Languard Point, for the **COSCO Hellas**, **Svitzer Shotley** can just be seen on the stern of the container ship. Photo : Iain Forsyth ©

Turkey reconsiders discounted transit fees for ships Bosphorus passage

Turkey is studying ways to make it more attractive for commercial ships to travel through a proposed canal that would be built in the next decade as an alternative to the heavily congested Bosphorus Strait, Associated Press reports. Transportation Minister Mehmet Habib Soluk said Thursday that Turkey could reconsider its policy of charging discounted fees for transit through the Bosphorus Strait, a possible hint that those fees might be raised. Increasing the Bosphorus fees could encourage ships to use the proposed Canal Istanbul. The new canal would create a second waterway linking the Mediterranean Sea and the Black Sea. Source : Port News



The **BAHAMAS SPIRIT** inbound to Melbourne 6-5-2011
Photo : Andrew Mackinnon – www.aquamanship.com ©

Laying of Nord Stream pipeline first leg completed in the Baltic Sea

The last of all 3 sections of the 1224km first leg of the Nord Stream gas pipeline has been laid in the Baltic Sea, the consortium press release said. The sections will be joined together underwater in two locations: in the spring in the Gulf of Finland at the depth of 80 meters and in summer off the coast of the Swedish island of Gotland at the depth of 110 m. The start of natural gas transportation from Russia to the EU through the pipeline is scheduled for IV quarter of 2011. Construction of the second of the twin pipelines is scheduled for completion in 2012.

Upon completion of both lines in late 2012, Nord Stream will be able to transport 55 billion cbm of gas a year from Russia to Europe, enough to supply 26 million households. No other major new pipeline with a capacity over 10 billion cbm is expected to come on-stream before 2015. The consortium pledges it will invest 40 million euros in integrated environmental monitoring program with approximately 1,000 survey locations measuring 16 parameters during construction and the first three years of operation. "I am pleased to say that many of the actual environmental impacts are turning out to be even less than assessed in our pre-construction Environmental Impact Assessments," Nord Stream's Managing Director Matthias Warnig said.



The **PAC ANTILIA** seen anchored off Singapore – Photo : Sten William Soersth (c)

| | |
|--|---|
|  <p>Seamanship</p> | <p>Whatever the ship. Wherever delivered.</p> <p>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.</p> <p> Redwise GLOBAL SHIP DELIVERY & CREWING</p> <p>www.redwise.com info@redwise.nl</p> |
|--|---|



The latest Muller fleet addition **EN AVANT 1** (50 ton BP) seen arriving with offshore transition pieces in Harwich, loaded onboard the **Muller pontoon 6619**.

Photo's : Alain Bozuwa (c)



Ferry fares to become cheaper

The Greek Ministry of Maritime Affairs is promising cheaper ferry tickets this summer after abolishing certain levies that burden fares for passengers and vehicles by 30 and 37 percent respectively. Following his meeting with

representatives of the two associations of coastal shipping companies on Tuesday, Minister Yiannis Diamantidis stated that an agreement had been reached on reducing costs for travelers. "Tickets will be cheaper by the amount of the reduction of third-party levies that exist in coastal shipping tickets," said Diamantidis. "With the public interest in mind, the government will immediately go ahead with abolishing all those taxes that date from the past, while the companies have promised not to increase their profit margins from this reduction," he added.

Coastal shippers were positive about the foreseen end to third-party levies, as it had long been one of their main demands from the state, but stress that any reduction in fares should take into account the current price of fuel.

Among all European Union countries, Greece has the most numerous and highest (as a portion of the fare) third-party levies in passenger tickets, amounting to 30 percent, compared to 8 percent in Spain, 5.5 percent in France and 10 percent in Italy. **Source : ekathimerini.com**



The **ARKLOW SPIRIT** seen enroute Amsterdam – **Photo : Marcel Coster ©**



MISC disposes LPG carrier

MISC Berhad has sold a 20-year-old liquefied petroleum gas (LPG) carrier at a price of \$2.95m to PT Pelayaran Usahagas Elpindo. MISC confirmed the sale of its 1991-built, 2,200 cubic metres carrier **Pernas Butane** on Thursday. "The sale is in line with MISC's asset management strategy to phase out old tonnages and maintain a modern fleet," the Malaysia-based company said in a statement. **Source : PortNews**



The **CV STEALTH** seen loading at the Bashayer 1 (Smit) SPM boei. – Photo : Hessel Terpstra ©

Due to travelling abroad this week the newscippings may reach you irregularly

Newsclippings reader **Tom Juijn** reports that the picture of the heavily damaged vessel in dock in Valetta in yesterdays Newsclippings is the '**Ya Malaya**'. This bulker got into collision with a tanker in the Atlantic. Came into the Mediterranean trying to get permission to enter any Spanish Port, but as usual the Spanish Authorities did not give permission any of their Ports.

The vessel was loaded with over 40.000 tons of soya beans. Finally when she was almost sinking after three months of sailing along the Spanish coast Wijsmuller Salvage in cooperation with Kilon, S.A. from Cartagena got the contract for a S.T.S transfer .This was carried out around the Isle of Ibiza to give some shelter, but again the vessel was not allowed to come within the 12' zone. The harbour master of Ibiza was closely watching the maneuvers. Again there was not any cooperation from their side. Finally the vessel was towed to Malta. The year Tom thinks, was 1995.

Thanks **Tom** for your input on this matter !!!

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>

.... PHOTO OF THE DAY



Above seen the semi-submersible heavy lift vessel **FJORD** loaded with the jack up oil rig **ENSCO 105** leaving Grand Harbour, Malta on Thursday 5th April, 2011 bound to Singapore via Gibraltar.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com (c)