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**May 28<sup>th</sup> the MPR 4, the latest addition to Marine Projects Rotterdam, departed from the builders Neptune Shipyard – Photo : Michel Kodde ©**

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## EVENTS, INCIDENTS & OPERATIONS



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Tidewater's **OIL VIBRANT** seen moored in Rio de Janeiro – Photo : Jaap Kiewiet ©

## Indian crew rescued by NATO

Fifteen Indian crew members onboard merchant ship **Al Shams**, which was hijacked by Somali pirates three weeks ago off the Yemen coast, were reportedly rescued by NATO forces on Wednesday. The Indian dhow has been escorted to a safe location, sources said.

The crew, rescued by the USS Bainbridge team, reportedly includes Pakistani members as well. They will contact authorities for further help. Somali pirates had recently told the international media that India is their number one enemy, as more than 100 Somali pirates, including some of the major kingpins, have been nabbed by the Indian Navy and the Indian Coast Guard since January and put in jails in Mumbai. Previously, the Somali pirates had refused to release seven crew members of hijacked merchant vessel **MT Asphalt Venture** on April 15, despite receiving a multi-million dollar ransom. The seven are being held hostage till date, with pirates demanding a swap deal. Union defence minister AK Antony had recently said that other than terrorism, piracy was a major threat. A committee had been set up to look into the matter at the central level. More than ten attacks have been launched by Somali pirates in the international waters in the Gulf of Aden and other regions in the recent past. On May 23, a Guinea-flagged vessel was attacked and crew members were robbed of their belongings. On May 22, a mother vessel was seen launching a skiff 45 nautical miles off Al Hudaydah near Somalia. The ship's security team returned fire, resulting in the pirates aborting the attack and moving away. On May 21, five skiffs with five people on board in each skiff attacked a container ship 16 nautical miles off the Iran coast **Source : dnaindia**



## REÛNIE VAN OUD PERSONEEL EN OPVARENDEN VAN DE WEERSCHEPEN BIJ HET KNMI IN DE BILT



Afgelopen donderdag 26 mei was er in het bedrijfsrestaurant van het Koninklijk Nederlands Meteorologisch Instituut in De Bilt een zeer geanimeerde reünie georganiseerd vanuit het KNMI. Er kwamen circa 100 oud collega's, oud zeevarenden en oud radiopersoneel opdagen.



Het was jaren terug, dat de meesten elkaar voor het laatst gezien hadden. Het laatste weerschip was de "**Cumulus**", welke inmiddels al 26 jaar geleden werd overgedragen aan de Engelse meteodienst. Het personeel op de weerschepen bestond uit "3 bloedgroepen", zoals de hoofddirecteur van het KNMI, Dr. Ir. Frits J.J. Brouwer, het in zijn toespraak omschreef. Die bloedgroepen bestonden uit de operationele groep van het schip, radioofficiëren en meteorologen. Ook kwamen deze bloedgroepen van verschillende werkgevers. De operationele groep waren de zeevarenden van de inmiddels niet meer bestaande rederij van **Nievelt, Goudriaan & Co's Stoomvaart Mij NV** uit Rotterdam, de radioofficiëren waren in dienst van de Rijks Luchtvaart Dienst (RLD) van Luchthaven Schiphol en het meteopersoneel van het KNMI uit De Bilt.



Een mengeling dus, die steeds weer een stationsdienst verrichtten ergens op eenzame plaats op de Noord Atlantische Oceaan en dat verliep altijd in een zeer goede harmonie en samenwerking. De weerschepen voeren in een internationaal schema naar een aantal vastgestelde posities. Niet alleen Nederland had weerschepen, ook Engeland, Noorwegen, Frankrijk, België, Rusland en de Verenigde Staten kenden dit type schip. Nederland heeft vanaf 1947 tot 1985 meegedaan in dit schema met o.a. het s.s. **CUMULUS**, het s.s. **CIRRUS** en tenslotte het m.s. **CUMULUS**. Dit laatste schip was speciaal gebouwd als weerschip voer tussen 1963 en 1985 in totaal 169 reizen.

De reünie was een samenkomst van de drie bloedgroepen. Tijdens de reünie werd een boek gepresenteerd met als titel **GEEN ZEE TE HOOG** – De weerschepen en het KNMI, een uitgave van het KNMI. Een 1e exemplaar werd uitgereikt door de hoofddirecteur aan vertegenwoordigers van de 3 bloedgroepen. Het 132 pagina's tellende boek is

rijk geïllustreerd met veel kleurenfoto's uit de weerschepentijd. Herinneringen en verhalen en een chronologische verdeling van feiten en gebeurtenissen. Voor een oud-weerschepen man een waardevol document. Na een drankje

met een hapje volgde een prima Indische maaltijd, een sfeer zoals dat destijds ook was in de messroom van de "Cumulus".

Tot slot kan ik u nog melden, dat de "Cumulus" in 1995 verkocht is naar het buitenland om verbouwd te worden tot privé-jacht. Inmiddels al vele jaren heeft ze ligplaats in de haven van Palma de Mallorca, onder Engelse vlag met thuishaven Gibraltar, maar onder de naam **SALEM**. De eigenaar komt uit Saoedi Arabië. Het schip heeft een veranderd uiterlijk, maar is in een prima conditie. **Tekst en foto's: © Capt. Frank Haalmeijer**



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The **OBERON** seen arriving in Willemstad ( Curacao)

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

## Vliegtuig Nederlandse Kustwacht assisteert bij zoekactie op Duits gebied

Om 10.25 afgelopen donderdag morgen werd door het Duitse Maritieme Reddings Coördinatie Centrum (MRCC) Bremen een noodbericht uitgezonden betreffende een man overboord van het schip 'Emi Leader'. De man was het laatst gezien rond 07.00 uur. Het gebied waar de persoon zich zou moeten bevinden, lag tussen de monding van de Elbe en het eiland Borkum. Omdat het vliegtuig van de Nederlandse Kustwacht op dat moment bezig was met een reguliere vlucht boven de Waddeneilanden, heeft het Kustwachtcentrum Den Helder direct contact opgenomen met MRCC Bremen en het vliegtuig ter beschikking gesteld voor de zoekactie op Duits gebied. Het vliegtuig heeft daar meegezocht tot 11.10 uur. Op dat moment werd de man gevonden door een Duitse helikopter. Helaas had hij het



ongeval niet overleefd. Nadat het lichaam uit het water was gehaald, is het Kustwachtvliegtuig bedankt. Het is terug gegaan naar Nederlandse wateren en heeft zijn reguliere vlucht hervat. **Bron : Kustwachtcentrum Nederland**



The **BOUNTY** seen in the port of Ostend (Belgium) during **OOSTENDE VOOR ANKER** which was held last weekend  
**Photo : Capt Patrick Vermandel ©**



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The **PEREGRINE** seen arriving in Rotterdam – Photo : Frits Janse ©

## Future still in doubt as S.S. Badger sets sail

The **S.S. Badger** kicked off its 2011 season Thursday; however, the carferry is still looking for fuel alternatives to comply with EPA regulations which ban it from dumping coal ash in Lake Michigan at the end of next year. In the more than 50 years making trips from Ludington, Mich. to Manitowoc, the **Badger** has always burned coal, dumping the ash partway across the lake. The **Badger** generates about 3.8 tons of ash out of 55 tons of coal per day during its five month season. While the Environmental Protection Agency (EPA) has deemed the water and ash mixture non-hazardous, the agency was ordered to regulate vessel discharge under the Clean Water Act in 2008.

"There's always someone there to tell you it's not a dangerous amount," said Curt Andersen with Clean Water Action Council. "But it's like a piggy bank, that everybody drops a little bit in and they all say the same thing. And you can't keep filling that piggy bank without a problem." The **Badger**, which is the last operation coal-fired passenger ship in the country, will be required to stop the dumping the ash by December 19, 2012. The Lake Michigan Carferry (LMC) will have to research, invent and design a new way for the Badger to operate in order to stay in business. The company has already spent hundreds of thousands of dollars looking at alternatives, from different fuels to transporting the ash on shore.

"The re-power for diesel is estimated at \$16 million," said Robert Manglitz, LMC president. "The ash retention system would be somewhat less, but there's obviously ongoing costs." A study showed the economic impact to be about \$35 million for the communities annually. That includes about 100,000 passengers per year, 250 jobs at Lake Michigan Carferry, as well as an estimated 450 jobs created indirectly. "We're aware of that, Ludington is also aware of that," said Manitowoc Mayor Justin Nickels. "We're willing to do whatever it takes to make sure this thing runs for a long time to come." Robert Manglitz says they have been working with both cities. He says there are many options on the table, from seeking grants to possibly raising prices. "And we believe with a lot of support from the communities that we're going to be sailing in 2013 and beyond," said Manglitz. Source : Fox11online

See also : <http://www.youtube.com/watch?v=5yZUO4ng70E>

And / or

<http://www.youtube.com/watch?v=OY4g4qY4q1M>



## DAG VAN DE SLEEPVAART IN MAASSLUIS



In Maassluis last Saturday the **DAG VAN DE SLEEPVAART** ( Tugboat Day ) was held, herewith an photo impression of this day by **Nico Ouweland**, above seen the **SMIT CHEETAH** and **SMIT PANTHER** in action And left the participating **FAIRMOUNT SHERPA** and below the participating tugs of **FAIRPLAY Towage**



Left : Iskes **GINGER** seen showing off in Maassluis and below KOTUG's **SD SEAL**

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Above seen from left to right the Jan de Nul TSHD [Francesco di Giorgio](#), TSHD [Gerardus Mercator](#) and TSHD [James Cook](#), all seen from the CSD [Hondius](#) in Porto Sepetiba (Itaguai), Brasil where Jan de Nul is working the construction of the Marine Naval Base. [Photo : Crew Gerardus Mercator ©](#)

## MSC Opera cruise ship allowed to leave Southampton



The [MSC OPERA](#) seen enroute Amsterdam – [Photo : Joop Marechal ©](#)



A cruise ship which lost power in the Baltic and was later detained in Southampton following an inspection has been allowed to leave port. Maritime and Coastguard Agency (MCA) staff visited the **MSC Opera** when it returned on Wednesday. The MCA said: "The ship was not fully compliant with international maritime safety regulations." Following checks made by the company, the ship was allowed to sail and left Southampton at 1900 BST. It had been due to leave on its eight-night cruise in the Norwegian fjords at 1600 BST. An MCA spokeswoman said various defects had been found during the routine port state control inspection but the vessel's owners had been given a solution that allowed them to meet the agency's requirements.

On the earlier cruise the Italian ship left Southampton on 7 May with 1,800 holidaymakers on board for a trip visiting Copenhagen, Helsinki and St Petersburg. But after the power went off close to the island of Gotland the following day, passengers had complained about blocked toilets and being in "total darkness" as the ship drifted. It was towed by Swedish coastguards to the port of Nynashamn near Stockholm. After about 400 British passengers were flown home from Sweden, MSC Cruises apologised for not offering "its usual standards of service". It added that passengers would be given credit vouchers for the full value of their trip. **Source : BBC**



The **ATLANTIC MIRAGE** seen departing from Willemstad (Curacao)

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

## **NAVY NEWS**

# **France, Russia Reach Agreement on Warship Deal**

France and Russia have finalized an unprecedented deal for Paris to sell four powerful modern warships to Moscow, President Nicolas Sarkozy and his counterpart Dmitry Medvedev said May 26. "All talks have been completed. The contract will be signed shortly," Medvedev told reporters after holding bilateral talks with his host Sarkozy ahead of the G8 summit in the northern French resort of Deauville.

"The elements of the signing have been resolved. The signature will take place within a fortnight," Sarkozy said. Under the plan, two Mistral-class amphibious assault ships will be built in France and two in Russia to the French design, the two men said without giving further details. Negotiations over the purchase began in 2009 but repeatedly stalled over

price and technology transfer amid concerns among France's NATO allies about arming Russia with modern Western weaponry. Some former Soviet nations like Georgia, which fought a brief but bloody war with Russia in 2008, have expressed fears in the past that Russia could use the powerful ships against them.

Earlier this year, the two sides were reportedly unable to agree on the contract price, as Russia insisted on paying no more than \$980 million and France insisted on a contract of at least \$1.15 billion. The ship-purchase deal with France is unprecedented since World War II both in terms of the size of the equipment in question and Russia's insistence since the war on producing all military hardware for its own use and export.

The deal will also be seen as a major coup for the both leaders and will likely buttress their credentials as political negotiators as Russia and France head into presidential elections next year. Brushing off any possible concerns from his NATO allies, Sarkozy reiterated that Russia was a trusted partner and the Cold War epoch was over. Medvedev for his part said the two countries enjoyed "superb ties." **Source : Defense News**



The American destroyer USS **Truxtun**, arriving in Portsmouth on 27th May, having taken part in the large naval and air exercise "Saxon Warrior" in the English Channel and south Western Approaches. She is being escorted by the Portsmouth based tug **SD Suzanne**.

**Photo : Chris Brooks - [www.ShipFoto.co.uk](http://www.ShipFoto.co.uk) ©**

## HMAS Manoora retired as Navy's future beckons

After 17 years of dedicated service, the Royal Australian Navy's amphibious transport ship, **HMAS Manoora**, was decommissioned at her homeport of Garden Island, in Sydney. Following a time honoured tradition, the Australian White Ensign was lowered for the last time and handed to Commanding Officer, Commander Stephen Dryden, RAN.

Commander Dryden said Decommissioning the vessel was a bitter sweet moment. "It is always sad to farewell a ship like **Manoora**, which has provided significant amphibious capability to the Australian Defence Force over her many years of service," said Commander Dryden. "**Manoora** has proven herself to be versatile and resilient, supporting humanitarian aid and disaster missions in the Solomon Islands and East Timor and undertaking active service in the Middle East as part of Operations Slipper and Falconer." "Her hard work has paved the way for the future of the Navy by providing an understanding of how to carry out amphibious and expeditionary warfare," said Commander Dryden.

"Today it is also important to acknowledge the hard work of the current and former crews who have called **Manoora** home. Their dedication has enabled the platform to respond to situations in war and peace, whenever tasked by Government to do so." **Manoora** is a helicopter capable amphibious transport ship with a 40 bed hospital, which has seen an army contingent embedded as part of her crew. **Source : Garry Luxton**





## Bid to build 20 navy ships awash in hype

It isn't hard to figure out that winning a \$25-billion contract to build 20 ships for the Canadian navy would be fantastic news for any of the communities in the running for the 30-year project. I'm even willing to bet the Tory government in Ottawa knows that such a contract would have a profound and lasting benefit to Nova Scotia, if the Irving-owned Halifax Shipyard won the contract.

So I don't know how much hype is necessary to sell the case for the Halifax yard, which, after all, is one of Canada's few remaining shipbuilding facilities large enough to do the job. Irving has spent nearly \$100 million upgrading Halifax Shipyard over the past several years, and it seems logical to believe Halifax has a good shot to win the contract when it's awarded.

Vancouver Shipyards, Seaway Marine and Industrial of St. Catharines, Ont., and Davie Yards in Levis, Que., are also competing for the contract. The deadline for bids is July 7, and a final decision will be made in September. While one would expect the Nova Scotia government to do nothing less than press the case on behalf of Halifax Shipyard, one wonders whether quiet diplomacy would be more effective than creating a public spectacle in an attempt to pressure the federal government.

But Nova Scotians have become accustomed to hype about jobs and revenue whenever the government is involved, and this project is no different. Premier Darrell Dexter rallied Halifax business leaders and politicians for an initiative the government is calling the Ships Start Here campaign. The gathering at Halifax's Pier 21 on Friday was to generate local support in advance of Dexter's trip to Ottawa on Monday, where he has lined up meetings with federal politicians.

During Friday's event, Dexter described the size of the shipbuilding project as being the equivalent to hosting the Olympics every year for 30 years. That's a pretty impressive image. If Halifax wins the contract, the premier says it will create an estimated 2,000 jobs at the shipyard and another 11,500 indirect jobs in Nova Scotia. Another 4,500 jobs would be created in the rest of the country if Halifax wins.

Another of the big benefits of having the work done in Halifax would be \$897 million added to Nova Scotia's gross domestic product annually, which would go a long way to assisting our "have-not" province. Dexter also pointed out that Irving Shipbuilding is the only fully Canadian-owned shipyard bidding for the contract, so a successful Halifax bid provides the best economic spinoffs for other provinces. Not to be outdone, the Greater Halifax Partnership released two studies it sponsored on the economic impact the shipbuilding contract would have on Nova Scotia and the rest of the country if Halifax Shipyard won.

A Conference Board of Canada study showed it would lead to the construction of 420 houses annually, 750 new cars sold each year, and an extra \$38.5 million spent on groceries annually. While this contract for the federal government is, by necessity, political, one would hope that the federal government would want to make the best decision based on the best business case. **Source : The Chronicle Herald**

## Senior Royal Navy officer fighting piracy sent home after extra-marital affair with stunning girl sailor

One of the highest-ranking officers aboard a Royal Navy ship fighting piracy has been sent home after allegedly having an affair with a female sailor. The married Lieutenant Commander, **Andrew Ainsley** of Hampshire, is said to have had his seven-month relationship with **Leah Mallett** exposed while at sea.

The 34-year-old senior officer was third in command on the Royal Navy frigate **HMS Richmond**, participating in anti-piracy patrols in the Gulf of Aden, near the Horn of Africa. He is said to have admitted the scandal, leading to Mr Ainsley being flown home pending an investigation. The recently married officer had to then admit to his wife in Southsea, Hampshire, what had happened, according to The Sun. There are enforced rules in place that strictly ban such relationships between ranks and a spokesman said: 'The Royal Navy operates a strict Code of Conduct'. Mr Ainsley's father is the former head of naval training, Rear Admiral Roger Ainsley.

And a source told the tabloid: 'This has shaken the ship to the core. 'He's very well liked and a highly respected officer. 'He's one of the highest-ranking officers to be caught out like this and should know better being an admiral's son, 'He's only recently married an proudly wears his wedding ring.' Source : [dailymail.co.uk](http://dailymail.co.uk)

## Russian submarine to join NATO exercise for first time

A Russian submarine will take part in the world's biggest submarine rescue exercise with its former Cold War foe NATO next week, the Western military alliance said Friday. The Russian submarine, the first to participate in any NATO exercise, will drop to the bottom of the Mediterranean along with Portuguese, Spanish and Turkish submarines and will await listless for a rescue mission off the coast of Cartagena, Spain.

Around 2,000 military and non-military personnel as well as ships and aircraft from more than 20 nations will take part in the exercise, dubbed Bold Monarch 11, that will run from May 30 to June 10. Held every three years, it "is the world's largest submarine rescue exercise," said a statement from NATO's SHAPE allied military headquarters based in Mons, Belgium.

"The exercise is designed to maximise international cooperation in submarine rescue operations -- something that has always been very important to NATO and all the submarine-operating nations," it said. The inclusion of a Russian submarine in the exercise comes amid a warming of ties between Moscow and the 28-nation alliance, nearly three years after Russia's war with Georgia had sparked tensions between the two sides.

The United States, Russia, Italy, Sweden are contributing submarine rescue vehicles and sophisticated gear to clear debris. France, Norway and Britain will use a jointly owned rescue system. Aircraft will deploy from Italy, Britain and the United States to help locate the submarines and drop parachutists to provide emergency assistance. The vast exercise will culminate with a 48-hour coordinated rescue and evacuation of 150 survivors, including casualties, from a submarine acting in distress. Russia suffered a traumatic submarine accident more than 10 years ago, when the **Kursk** sank in the Barents sea, killing all 118 sailors inside. International search operations had taken a week to start after the August 12, 2000, incident. Source : [expatica](http://expatica)

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**Pride of Dover** seen laid up at Tilbury – Photo : **Malcolm Hooley** ©

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The “kissing-dance” of the **SMIT PANTHER** and **SMIT CHEETAH** during the “tugboat day” which was held in Maassluis last Saturday – Photo : **Marius Esman** ©

## **Argyll Ferries Wins Dunoon-Gourock Ferry Tender**

ARGYLL Ferries, the newly formed subsidiary of David McBrayne, has been named as the preferred bidder for the Dunoon-Gourock ferry service. The new £10.6m contract includes a raft of major improvements to the service including a bigger and faster vessel and an increase in scheduled services.

Current timetable restrictions will be removed with operating hours extending into the early hours over weekends and fully integrating with adjoining rail services. Other benefits include making use of the new breakwater sheltered pier at

Dunoon. Improvements will also be made to the Gourock ferry hub. Two passenger only ferries, the **MV Ali Cat** and another from Ireland to be named the **MV Argyll Flyer**, will be introduced by the end of next month subject to contracts being exchanged on June 7.

The tender was awarded for a passenger only service following a European Commission decision to not subsidise a passenger and vehicle service. The privately-run Western Ferries route from McInroy's point, Gourock to Hunter's Quay near Dunoon will continue to provide vehicle ferry services. It was one of two other ferry operators bidding for the contract.

A spokesman for David McBrayne, which is owned by state-owned ferry operator Caledonian McBrayne, said the company was "delighted". However, he admitted that the news was tempered by potential job losses as the new service does not require the same staffing levels as the existing vehicle service. "We will do everything we can to redeploy as many as possible into other parts of the network and we will be meeting with them to talk through their options," he added. Alex Neil, the newly announced Secretary for Infrastructure and Capital Investment, said: "I am pleased to announce that Argyll Ferries has been selected as preferred bidder. This bid is set to deliver real benefits for passengers with a larger boat and additional sailings, offering best value for money and protecting the majority of existing jobs."

The tender was awarded to Argyll Ferries on the day that parent company Caledonian McBrayne formally named the latest addition to its fleet the **MV Finlaggan**. Source : [forargyll.com](http://forargyll.com)



The **SEVEN SISTERS** & **COTE D'ALBATRE** in Dieppe last Tuesday - Photo : [philippe.p.brebant@sfr.fr](mailto:philippe.p.brebant@sfr.fr)

## Opportunity boosts ANEK

Results of the first of the Greek ferry companies to report first quarter results, the Chania-based ro-ro operator ANEK Lines show how fickle the Greek domestic sector is. The chartering of its vessels to lift evacuees out of war torn Libya at the beginning of spring plus the sale of a ship for demolition has led to a dramatic turnaround in first quarter 2011 results for the Chania, Crete-based Group.

Most of Greece's main ferry companies took part in the operation to lift people out of Libya and this is expected to also be reflected in their first quarter trading results. A profit of MEUR 7.4 in the first quarter for ANEK Lines, is a complete reversal from the MEUR 6.9 loss registered in the first three months of 2010. The Athens Stock Exchange-listed Anek increased turnover 35%, to MEUR 61.4 for the January to end March period. ANEK's first quarter Ebitda profits of MEUR 2.8, was an impressive turnaround on last year's same period, when Ebitda was a MEUR 11.3 loss. Noting the ferry sector's results are seasonal and the first quarter traditionally has the fewest passenger movements, ANEK's board said the results would have been better but for the impact of higher bunker prices and a drop in the overall movement of cargo and passengers in most of its lines.

However, ANEK admitted its positive results were partly due to the chartering of its vessels to carry foreign citizens out of Libya. ANEK also said it has sold the ro-ro passenger vessel **LISSOS** which is being scrapped in India. The 1972 Japanese-built **LISSOS** was sold for USD 521/lwt raising MUSD 5.231 mill, a good return for the owner which was paid another MUSD 2.2 mill for the charter of the ship's final employment, taking some 1,000 Vietnamese evacuees from Libya to Vietnam. Recently ANEK raised its share capital by MEUR 16.3 giving the company much needed working capital. Further, ANEK's board has pledged it will respond to the challenges and opportunities arising by using efficient



fleet management. Cyprus-listed Sea Star Capital's percentage in ANEK's ownership was lowered from 32.5% to 23.16% because it did not participate in the programme to raise share capital. Indeed, it is smiles all round for Greek domestic ferry owners as the Easter holiday period was a boon for companies as traffic outperformed initial projections.

Source : shippax



The **SPARTAN** seen enroute Rotterdam – Photo : Frits Janse ©

## The Sea of Opportunities...

Entrusting Gdansk with organizing the European Sea Day (19-20 May 2011) was undoubtedly a compliment paid by the EU to the member state that will soon take over the Presidency of the Council of the European Union. "The Sea of Opportunities" - the promotional slogan of the city that has had a seaport at its disposal for over one thousand years - also perfectly reflects the European meaning of common interests shared by the countries having access to sea shipping routes. These issues were examined during the plenary sessions and discussion panels by delegates representing the maritime economy from all across Europe.

Unofficial discussions often focused on the historic call at DCT Gdansk of the giant container ship "**Maersk Taikung**" and the recent milestone of 11 May 2011 when the concern "Maersk" - with a visit of "**Maersk Elba**" - introduced to the Port of Gdansk, as part of its AE10 Asia service operations, a series of the world's largest container carriers, which can take on board as much as 15 thousand TEU. This "Baltic revolution" was the obvious topic of conversations as the foyer of the Baltic Philharmonic featured a hundred or so of photographs presenting the ten-century history of development of the city and its port - the host of the 4th European Sea Day. As a welcome treat to the guests coming from all over Europe, the Promotion Section of the Port of Gdansk Authority SA organized a fascinating exhibition showing historical drawings and photographs that captured the imagination of the public. The works were extracted from the collections owned by the National Museum in Gdansk, the Polish Academy of Sciences and the Central Maritime Museum. The exhibition was further enriched by images from the port archives and from the private collection of Zbyszek and Maciej Kosycarz, and also by contemporary aerial photos taken from a hang-glider by Kacper Kowalski. Adding to the exhibition's attractive presentation were the captions annotated by the Gdansk history expert and author, Andrzej Januszajtis.

Looking at the history of the port of Gdansk, it came as no surprise that its record high throughput and the successive calls of "Maersk's" giant container ships raised great interest among the participants. Courtesy of s/y "**Norda**" (a former fishing cutter launched in 1928 in the Danish shipyard of Andersen Frederikssund, later converted into a sail boat), a group of journalists accredited for the European Sea Day were keen to take a short boat trip. The sightseeing of the historic port concluded with a visit to Gdansk's "youngest" port facility - DCT Gdansk container terminal, where

the discharging operation of "[Maersk Eubank](#)" was coming to an end. The opportunity to take a look from the height of the giant ship's captain's bridge at the terminal and its amazing range of state-of-the-art machinery made a great impression even on those who can observe the port on a daily basis. **Source : Port of Gdansk**



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The [SEVEN OCEANS](#) seen in the Amøyfjorden (Norway) – **Photo : Tristan Mol ©**

## CMA CGM may sell stake in terminal to Yldirim

French maritime transport group CMA CGM is in talks to transfer to its shareholder Turkish Yldirim a 49 percent stake in the container terminal at Valletta's port, in Malta, French daily les Echos reported, without disclosing its sources.

The two companies are reportedly close to an agreement, even though other groups are still in the race. The stake sale is part of CMA CGM's debt restructuring programme, together with the offload of cruise company Compagnie du Ponant.

CMA CGM has ordered nine new ships, which will be delivered in 2011, and a further six will be delivered by 2014, Cargoneews Asia reports. The maritime transport group is considering finding new financing sources in order to buy new ships, deputy CEO Rodolphe Saade said. Meanwhile, CMA CGM launched its new 363-m-long container ship [Titan](#), which will operate on the routes between northern Europe and Asia.

The christening ceremony took place at the port of Dunkirk, northern France. The ship will be based in Valletta, Malta, and will transport containers to 10 ports, including Ningbo and Shanghai in China, Singapore, Le Havre in France and Rotterdam in the Netherlands. CMA CGM currently holds a 13 percent market share in the maritime freight transportation between Asia and Europe. **Source : PortNews**



## Viking O&M starts legal claim for \$1.8m

Singapore-based Viking Offshore and Marine has taken legal action against another Singapore firm Marine Accommod to claim a sum of S\$2.2m (\$1.8m). On Thursday offshore services firm Viking issued a writ of summons against Marine Accommod, which specialising in providing marine accommodation systems. "In conjunction with the legal action, the company has also today applied to the High Court for an order to appoint Neo Ban Chuan and Cameron Duncan of KordaMentha Pte Ltd as receivers over all the property and assets of Marine Accommod," Viking said in a statement. Viking holds a 19.86% shareholding interest in Marine Accommod as an investment and does not have any board representation or management control in Marine Accommod. **Source : Seatrade Asia**

## Fire suit approved for marine use

Cosalt Workwear of the UK says that it now able to supply structural fire fighting kit that has been approved under the European MED for use at sea. Cosalt says that from April 2011 all of the company's existing range of structural fire suits and its new styles going forward are in compliance with the fire protection requirements of Marine Equipment Directive (MED) 96/98/EC as well as the CE Mark. The standard will be indicated on the garment's label by the addition of the MED 'Wheelmark' logo next to the CE Mark, together with the identification number of the Notified Body.

The decision to seek approval by MarED, the co-ordination group for the Notified Bodies authorised to inspect and certify products to the MED, is said to be a natural extension to the activities of Cosalt's marine business. The company supplies safety equipment such as lifejackets and immersion suits to the shipping and marine industry.

Pete Dawson, Cosalt Workwear's operations and managed services director, said: "For many years, Cosalt Workwear has been one of the main suppliers of structural fire fighting and rescue kit to the majority of UK fire brigades. So making these garments available for use by fire fighters at sea is a logical progression for us and it will be of great benefit to our customers in the marine market. We are recognised for manufacturing high quality products that are not only fit for purpose but also surpass legislative requirements without compromising on wearer comfort and fit. Our current range meets the latest fire fighting standard EN469. Now this state-of-the-art kit can be used to protect people fighting fires at sea."

Cosalt's structural fire kit range features products with a detachable liner, designed to give wearers the option to add or remove layers depending on the situation, ensuring an appropriate level of protection and performance for the fire fighter. **Source : The Motorship**

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## Thoresen Thai investors seek management and business change

Dry bulk owner Thoresen Thai Agencies has said that a group of investors holding significant shares in the company is trying force through a change in management and future business operations. The Bangkok-listed firm said the unnamed investors, who hold approximately 30% of the total shares in the company, have verbally requested for the removal of some of its directors and executives. The investors also wanted to the company to change the nature of its businesses operations in the future, according to a statement from Thoresen. "Until now the company has never received any written confirmation or proposal from the said investors," Thoresen said. It added the company found no factual evidence of any major change in the shareholding proportion in its shareholders. "The company will submit this matter to the office of securities and exchange commission and the stock exchange of Thailand for their further review of the accuracy and validity of the shareholding of such investors," it said. **Source : Seatrade Asia**

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Sunrise over New York as seen from Dockwise' flag ship **BLUE MARLIN** - Photo : Kees Kuyper ©

## Indonesia president lays out plan to become top 10 economy

Indonesia's President Susilo Bambang Yudhoyono launched a plan on Friday for the G20 member to become one the world's top 10 economies by 2025, though he listed more obstacles and doubts than new investments in much-needed infrastructure. The government of Southeast Asia's largest economy aims to overhaul its dilapidated transport network, but is relying on the private sector for \$100 billion and hopes it will soon win an investment grade sovereign rating to reduce borrowing costs.

"After we launched the masterplan today, what will happen from 2011 until 2025 we don't know, only God knows," Yudhoyono told diplomats, government and business officials in a speech. The details of the "masterplan" were laid out in a glossy 210-page brochure. The government said it aimed to improve human resources -- at the moment only half the workforce went to primary school and 8 percent to university -- to become innovation-driven and make higher value products such as steel and chocolate rather than being a top exporter of commodities such as coal and cocoa.



It laid out goals of annual growth of 7.5-9 percent, up from about 6 percent now, and a \$4 trillion-\$4.5 trillion economy by 2025. It aimed for annual per capita income to rise from about \$3,000 now to about \$15,000, and for inflation to halve to 3 percent. Investors are already eyeing strong economic growth, driven by domestic demand, in a country with the world's fourth largest population, and resource exports, and they have poured into the country's stocks and bonds in the past two years.

Fitch Ratings says it could lift the country by one notch within the next 15 months to a coveted investment grade, which would put it on a par with BRIC nations such as Brazil and spur further institutional investment, though risks remain, from controlling inflation to improving infrastructure. The government said work on a huge Sunda Strait bridge to link Java and Sumatra islands, worth an estimated 150 trillion rupiah (\$17.5 billion), would start this year, but the project has been stuck at the feasibility stage for years already.

The government said in the masterplan it would be finished in 2025. The other big projects in the document, many already announced, were plans for a new city in Tangerang, west of Jakarta, and for new highways across the province of Papua and the island of Sumatra. Toll road building has been very slow.

Infrastructure developers such as Jasa Marga and Wijaya Karya are relying on a planned land acquisition bill to speed up projects, but it is stuck in parliament. "I remind you there are five diseases that can make us fail ... If the government, mainly bureaucracy, is slow," Yudhoyono said, adding the others were regional government interests, broken investor promises, obstructing regulations and "unhealthy" political interests. The government is aiming for public-private partnerships but has yet to launch a major one, and is struggling to spend its 2011 budget as officials worry about being accused of corruption. Most investment comes from the private sector.

Foreign direct investor interest has picked up this year, particularly from Asia, despite risks from red tape to Islamic militancy. Barely a day goes by without the domestic media reporting a new possible foreign investment. On Friday, for example, Chinese businessmen requested the use of an island for a industrial area, South Korea's Honam Petrochemical Corp expressed interest in a petrochemical plant, and Russia's InterRao said it was studying a \$1.2 billion coal port and power plants on Java.

"Without the masterplan most of the projects will run because the initiative comes from private or state-owned enterprises ... This government may freeze. One plan is not yet finished, there's already another plan," Faisal Basri, an economist at the University of Indonesia, said via Twitter. (\$1 = 8,577 rupiah)

## Boek Zeesleper Elbe trekt veel belangstelling.

door Nico J. Ouwehand



Alle factoren om het boek "[Zeesleper Elbe](#)" een goede ontvangst te bereiden werkten vrijdagmiddag mee. Allereerst was er het uitstekende weer. Een klein beetje winderig, maar dat mocht geen beletsel zijn. Voorts waren er veel oud-opvarenden van het schip en een behoorlijk aantal oud-kapiteins.

Het achterdek, de machinekamerkap en de gangboorden waren volledig in beslag genomen door belangstellenden, vrijwilligers, vertegenwoordigers van fondsen en van het gemeentebestuur. Voorzitter Hans Hoffmann memoreerde dat er in feite al bijna 10 jaar aan het schip wordt gewerkt, maar "het heeft dan ook zo nu en dan een beetje tegen gezeten". Daarmee doelde hij natuurlijk op de twee keer zinken dat het schip is overkomen.

Natuurlijk moest er een boek over de [Elbe](#) worden geschreven. Dat is ruwweg in te delen in

vieren: A. De actieve periode als zeesleper, B. de verbouwing tot

loodsboot en de diensten die het schip als zodanig aan de oostkust van de V.S. verrichtte, C. de schenking aan Greenpeace en de inzet als actieschip met tenslotte D. de overdracht als museumschip, het zinken en de inzet van de vrijwilligers om de restauratie tot een succes te maken. Alles is door de auteur op schrift gezet en voorzien van veel illustraties, meestal in de vorm van foto's.

Hoffmann herinnerde eraan dat de in het boek opgenomen krantenknipsels slechts het topje van de ijsberg zijn, want in de jaren zestig en zeventig werd er ruim aandacht in de pers besteed aan de verrichtingen van de vaderlandse sleepboten. Jammer dat dit soort berichtgeving nu nauwelijks meer de achterpagina's haalt. Yvonne May, de auteur van het boek, bracht naar voren dat ze al van kinds af aan behept is met het scheepvaartvirus. In haar jeugd op een werf waren er aan bakboord schippers en aan stuurboord zeevarenden. Ze heeft veel plezier gehad tijdens het interviewen van oud-opvarenden, al moest ze zo nu en dan uitleg vragen over de gebezigde uitdrukkingen. Die uitleg staat trouwens ook in het boek in de vorm van een woordenlijst. Ze is er glimlachend van overtuigd dat na het schrijven van het boek de sleepvaart voor haar nauwelijks meer geheimen kent.

Het eerste exemplaar van het boek "**Zeesleper Elbe**" werd overhandigd aan oud-kapitein **A. Slingerland**, nu bijna 90 jaar, maar nog een zeer krasse indruk makend. Ook hij is van mening dat het is te betreuren dat het begrip 'Holland Glorie' aan betekenis inboet. Vooral het feit dat er in het boek ook interviews staan met anderen dan gezagvoerders deed hem weldadig aan, want "een kapitein zonder bemanning is geen sodemieter waard". Straks weten nog weinigen hoe het met de sleepvaart in de vorige eeuw gesteld was. Hij was daarom een te meer blij dat de **Elbe** weer een goede toekomst tegemoet gaat als museumschip en dat de geschiedenis voor het nageslacht bewaard is gebleven door middel van het boek.



Niet minder dan zeven voormalige Smit-kapiteins die op de **Elbe** hebben gevaren waren aanwezig. Dat waren behalve kapitein **Slingerland**, de heren de **Jonge, Bruins, Sas, Groen, Roon** en **Vel**. Gezamenlijk poseerden ze voor het schip. De Maassluise burgemeester Koos Karssen en directeur IJsbrand v.d. Velden van het Fonds Schiedam, Vlaardingen e.o., die beiden op hun wijze veel tot het herstel hebben bijgedragen, namen de taak op zich voor het eerst een van de motoren te starten. Het resultaat was een geluid dat menigeen als fraaie muziek in de oren klonk. Een drankje was op zijn plaats om de mijlpaal te vieren.

Het boek "**Zeesleper Elbe**", waarvan de opbrengst deels bestemd is voor de verdere afwerking van het schip, is verkrijgbaar aan boord van de zeesleper, bij het **Nationaal Sleepvaart Museum** en bij de goede boekhandel.

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



Biglift's 2000 Hudong-Zhonghua Shipbuilding built **TRAVELLER** seen in Rio Grande – Photo : **Marcelo Vieira** ©