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As mentioned in yesterday's newsclippings last Saturday the **DAG VAN DE SLEEPVAART** was held in Maassluis, as I received many photos of this event which I would like to share with you all, you will find more photos of the event in this issue, above **(Photo : Marius Esman ©)** seen the tugs **ELBE**, **ELISABETH** and **VOLHARDING 1** moored in the port of Maassluis during the event.

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
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EVENTS, INCIDENTS & OPERATIONS



The opening of the event, the tug **FAIRPLAY 26** seen cutting a line which was held between the tugs **ADRIAAN** (left) and the **FURIE**. (Photo's : Jan Oosterboer)





Part of the Parade of tugs passing Maassluis - Photo : Wim Kosten – www.maritimephoto.com (c)



Left Hans Hoffmann, onboard the tug **Adriaan** seen busy with the coordination of the movement of the tugs participating in the parade – Photo : Harry van den Berg ©

Below the parade as seen by Pim Korver – www.pkfv.nl ©



Left the **FAIRPLAY 23**, **MEHARI** and **BUIZERD** seen during the event Photo : Marius Esman ©



Right seen the **SMIT PANTHER** – Photo : Jan Plug ©





Iskes **GINGER** with **Capt. Klaas** seen in action with in the background the **FAIRMOUNT SHERPA**
Photo : Jan Plug ©

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Near-missing the mark

A fatal accident has prompted renewal of a call for shipping to adopt a blame-free system for seafarers to report near-misses. While there were several other contributory factors in the incident that occurred last year in a containership's lift-shaft, investigators noted the company's safety system suffered from poor communication between shore and ships that left management unaware of developing problems.

Near-miss reporting, in particular, was relatively low in comparison to the number of actual incidents on the company's ships and on the ship in question there had been no reports at all in the six months prior to the fatal accident. The report by the UK's Marine Accident Investigation Branch (MAIB) says there is "widespread evidence that for every accident there will normally have been several near-misses". Under-reporting of near-misses or hazardous incidents has been cited as a problem throughout the industry, the reluctance of those involved being attributed mainly to the fear they will be penalised. In other industries such as aviation where near-miss reporting is standard, concern has grown in recent years that the fear of internal disciplinary action or criminal prosecution stifles disclosure of potentially critical information in near-miss reports and as a consequence safety throughout the industry suffers. This has led to the development of the "just culture" concept, not just in aviation but in other industries like energy and healthcare and more recently shipping. Designed to promote free and frank reporting of mistakes without fear of penalty, it has won a growing number of adherents but has yet to be fully accepted and is treated with caution by some who point to

the lack of a clear and universally accepted definition and the mistaken belief that safety can override justice. The International Civil Aviation Organisation (ICAO) did, however, adopt a resolution last year calling on governments to recognise just culture in a bid to curb post-incident criminal prosecution of aviation workers. And, as the recently published report into the death of the Chief Engineer on the UK-flag containership notes, a just culture has also been recommended by the International Maritime Organisation (IMO). In the 2010 version of the International Safety Management (ISM) Code the IMO defines a just culture as one in which people are encouraged to provide essential safety-related information without fear of negative consequences. A report* last year by the UK's Maritime and Coastguard Agency (MCA) said a just culture is founded on two principles: human error is inevitable and organisations should shape their policies and processes around that fact; and individuals should be accountable for intentional violations of safety procedures or policies. It has also been defined within aviation as "A culture in which frontline operators or others are not punished for actions, omissions or decisions taken by them that are commensurate with their experience and training, but where gross negligence, wilful violations and destructive acts are not tolerated". The MAIB report into the fatal accident notes the containership operator had a system of near-miss reporting but had also adopted a "zero tolerance" policy on breaches of safety rules, with dismissal one of the penalties. Its twin objectives of increasing near-miss reporting and of disciplining crew members including safety officers were, the report says, "confusing and contradictory". The report added, "The policies were inconsistent and did not reflect the 'just safety culture' described in the ISM Code. The message to personnel was unclear as to whether reporting a near-miss would have a positive or negative outcome."

The company involved has, among other safety initiatives, subsequently placed "anonymous mailboxes" on its ships to encourage crewmembers to report near-misses while maintaining its zero tolerance policy on breaches of safety rules. It has also been recommended by the MCA to develop a plan to achieve a just safety culture on its ships. While a just culture might be successfully implemented throughout a company, there is as yet no guarantee that it will shield it and its employees from criminal prosecutions. Recent cases in which air traffic controllers in Japan and Italy have been found guilty have been criticised as examples of the persistence of criminalisation of aviation workers who are as, if not more, exposed to the risk of prosecution as seafarers. Seafarers have also been the focus of an industry-wide campaign calling for their fair treatment by governments, with the IMO's legal committee recently drafting a resolution that would, if adopted, urge states to turn existing guidelines into national law. The main difference between the two groups is that in aviation, safety is the over-riding reason why companies and their workers are prosecuted, while in shipping (with the exception of passenger ships) it is the environment. Aeroplanes crash and kill passengers, ships spill pollutant cargoes or bunkers. In both cases governments and victims seek retribution and redress, riding roughshod over industry complaints of criminalisation. Appealing to governments to adopt a less punitive approach is likely to be frustrated by their reluctance to be seen to be soft on safety or pollution, unless they can be convinced that fear of prosecution in its stemming of the flow of vital warning signs is a worse evil. Companies too, faced with the risk of prosecution or loss of business, want to be known, both internally and externally, to be taking an aggressive stance. Like governments, they are likely to say they have a zero tolerance policy that imposes suitably severe punishments such as instant dismissal for serious violations of laws or company rules. Sending mixed messages, however, can lead, as in the case of the containership operator, to confusion among employees, uncertain as to whether they should risk their jobs or even imprisonment by admitting to errors or, by remaining silent, endanger themselves and their colleagues. Spreading a culture of any sort throughout an organisation requires a high level of commitment from the top and a sustained effort by middle management. When it is something as relatively new and sophisticated as just culture, it is, as the MCA report acknowledged, even more challenging. **Source: Bimco**



The accommodation vessel **WIND SOLUTION** seen from the **OLEG STRASHNOV** at the Sheringham Shoal
Photo : René Alferink ©



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Above seen the **Mammoet 331** barge current alongside the dock in Singapore. One more round of under water cleaning (dry docking) before the barge will sail to Australia. **Photo : Denis Brouwer ©**

South Korean court jails four Somali pirates

A Somali pirate has been jailed for life by a South Korean court, after being convicted of the attempted murder of the captain of a hijacked ship. Mahomed Araye was one of several Somalis seized in January when South Korean special forces stormed a cargo ship hijacked in the Arabian Sea. Another man was sentenced to 15 years; two others received 13-year terms. The trial marks the first attempt by South Korea - a major seafaring nation - to punish foreign pirates.

The court in the port city of Busan ruled that only Araye had been involved in the shooting of Capt Seok Hae-Kyun, who is still recovering in hospital. Prosecutors had demanded the death penalty for Araye, and life imprisonment for his accomplices, saying the pirates had used the captive crew as human shields during the raid by South Korean forces.

Eight pirates were killed and five were arrested during the mission to recapture the South Korean-owned Samho Jewelry on 15 January, six days after it was seized. Defence lawyers argued the ballistic evidence linking Araye to the shooting of the captain was thin, and that no one saw him fire. In the course of the trial, prosecutors also said that a British man working in the insurance industry contacted the Samho shipping company shortly after the kidnapping, allegedly to broker a possible deal with the hijackers.

A fifth suspect is being tried separately, and will be sentenced next week. The Gulf of Aden, between Yemen and Somalia, is one of the world's busiest shipping routes and has become a hotspot for pirate attacks. **Source: BBC**



On the occasion of the city of St. Petersburg's 308th birthday a flotilla of old Finnish ships made a visit: on the foreground the **S/S Turso** seen moored at the Palace Embankment - **Photo : Anne-Marie van der Meer ©**

Cruise ship of hope sails for Misurata

A commercial ferry carries residents, medical supplies and food to the besieged Libyan city.



The cruise ship costs more than \$50,000 per day to operate and is funded by Libyan business tycoon Mohammed Raied

Hundreds of families gathered at Benghazi dock, pushing and jostling their way onto the cruise ship bound for war. A prominent business man has chartered the passenger ferry to open a commercial line between Benghazi and the besieged west Libya town of Misurata.

Limping and waving crutches, injured fighters joined throngs of women and children on the first commercial ferry to travel to the city since the war began.

"I was looking for a way to take injured Misuratans who were treated in Benghazi back to their homes," said Libyan business tycoon Mohammed Raied, who chartered the ship. "By law the International Organisation for Migration (IOM) boat that brought the injured out, cannot take people to Misurata. So it would travel to the city loaded only with aid."

"We finalised the contract in the morning," added Raied. Just a few hours later, the Azzurra line - crammed with over 700 passengers, a field hospital and medical crew, and supplies, pulled away from Benghazi's shores. Reports that the heavy bombardments that for weeks wracked Misurata's residential areas are lessening, have prompted hundreds of stranded Misuratans to return to their homes. "I miss everything in Misurata. My friends, my cousins, my pillow, my bed," said Noha Obeid, 19, holding her sister's three-year-old daughter in her arms. The family of nine paid more than \$800 to buy ferry tickets home.

Obeid's home is on the edge of the devastated Tripoli street in Misurata; the scene of violent street battles between Gaddafi forces and Misurata fighters. "The snipers were so close. The bullets came down our street. A bomb hit our home, but it didn't explode. We were almost used to the constant rocket and mortar fire." "My sister lives in Benghazi. When we came to her we couldn't believe how safe it was. You can eat good, sleep good. But you cannot be calm, we still have our cousins in Misurata, our friends are in Misurata," said Obeid.



File photo of the **AZZURRA** - Photo : Piet Sinke ©

Leaving the hell hole into which their homes had been transformed proved a near impossible task for Misurata residents. "We were told there were no boats that could take us. The ones that came only had space for foreign refugees." In desperation, Obeid's friend Huda, had risked a perilous journey in a rickety fishing boat to escape.

The lower decks of the Azzurra line ferry are a poignant reminder of the continuing dangers of living in the besieged city. Among the stacked boxes of food and medical aid, a huge tent makes an impromptu field hospital. Inside reveals three sectioned wards with more than 30 beds, an examination chamber and intensive care unit. All are empty, waiting to take more of Misurata's injured to Benghazi.

"We are expecting to take back cancer patients. They are not getting treatment they need in hospital. We have shortages in Benghazi too, but there at least they have the chance to go abroad," said Dr Anis Hwairis, who is leading the operation. "The hospital in Misurata depends on the evacuations. If you evacuate patients then they can work - especially in the intensive care unit."

Hwairis had with him 13 fifth year medical student volunteers. "You can't get home and say 'I have done everything I can'. There is always more that can be done. I want to be part of this," said volunteer Mohammed Fallah. Last month, he battled on the front lines at Ajdabiya, and next week he plans to fight in the western mountains that has seen the fiercest fighting of recent weeks. Lying among the casino and bar on the upper decks of the ferry were the treated citizens returning home. Many will bear the brutal scars of this war for the remainder of their lives.

Eight-year-old Mohammed Hassan lay curled in an oversize wheel chair. He lost his leg and an arm to shrapnel from a rocket attack on his neighbourhood. Younis Hadid, 23, was fighting on Tripoli street, 'Sniper Alley', when a mortar hit

nearby, and the fallout shattered his legs. Metal rods now protrude from his left leg, holding the bones together, while his right leg is cased in green plaster. More than 500 injured Misuratans, currently recovering in Qatar, Turkey and Greece will soon wish to come home, estimates Raied. "I am thinking to buy a vessel to establish a regular Benghazi - Misurata line for the next three months," he said.

It costs more than \$50,000 per day to operate the chartered ship. "We have rented this vessel for 14 days, we will try to make five or six trips," said Raied. The Libyan dairy business tycoon said he has shipped more than 200 containers of food to Misurata. He also chartered to planes to fly from Benghazi to Tunisia. A tanker full of gas, renovated by Raied, travelled behind the passenger vessel.

The **Azzurra line** usually travels the waters of the tourist route between Tripoli and Lebanon. With the Misurata port still being sporadically shelled, the voyage is a dangerous trip, and a difficult decision for the ship's Lebanese Captain, Ghassan El Bakri to make. "I want to help these people. This is the **Azzurra's** tenth trip in Libya's war-torn waters in the last three months. I have been to the ports of Sirte and Tripoli and Misurata to evacuate refugees. We took away more than 10,000 people in the last three months." As the twinkling lights of Misurata's shoreline became visible on the horizon, a NATO helicopter whirled protectively above the ship - a reminder that Misurata civilians were returning home to a situation that remains everything but normal. **Source : Al Jazeera**



The largest inland water tanker **VORSTENBOSCH** seen supplying one of the latest fleet additions for MAERSK named the **MAERSK EUBANK** in Rotterdam – Europoort - **Photo : Eric Verdam ©**

Vier acties voor de Griend tijdens oefening.

Zaterdag 28 mei 08.45 uur tijdens het oefenen met de reddingboot **Griend** op de Grevelingen werd deze opgeroepen door de organisatie van de zeilwedstrijd "**40 mijl van Bru**" met het verzoek of de bemanning van de Griend wilde helpen bij een zeiljacht wat was vastgevangen bij de mosselbank t.h.v. Bruinisse. Met de reddingboot werd ter plaatse gegaan en het jacht "**Jelly Fish**" van 8,00 meter lengte en met 2 personen aan boord losgetrokken. Op verzoek van de organisatie werd stand-by gebleven op de Grevelingen. Aan deze zeilwedstrijd deden 150 zeiljachten mee.

Op zaterdag 28 mei om 11.27 uur tijdens het oefenen op de Grevelingen werd de **Griend** opgeroepen door de Kustwachtpost Ouddorp met het verzoek te helpen bij een jacht wat was vastgevangen op de Kabbelaarsbank.

Aangekomen bij het zeiljacht van 10,30 meter lengte en met 2 personen aan boord werd een sleepverbinding gemaakt en het jacht losgetrokken. Het had geen schade opgelopen en kon op eigen kracht zijn reis vervolgen. Ook dit jacht deed mee aan de zeilwedstrijd "**40 mijl van Bru**". Door de reddingboot werd stand-by gebleven op de Grevelingen omdat de wind intussen Zuidwest 6 geworden was. Zaterdag 28 mei om 12.35 uur, tijdens het stand-by blijven op de

Grevelingen, werd de bemanning van de Griend opgeroepen door de Kustwachtpost Ouddorp voor het jacht "Pep" van 7 meter lengte en met 2 personen aan boord wat was vastgelopen bij de boei HG 2 op de Grevelingen.

Door een passerend schip was inmiddels een sleepverbinding gemaakt en koers gezet naar Port Zelande om het jacht daar uit het water te halen. Het binnenkomende water kon door de pomp van het jacht zelf onder controle worden gehouden. Met de **Griend** werd stand-by gebleven tot in de haven van Port Zelande en daar werd geholpen met het uit het water takelen van het jacht.

Zaterdag 28 mei om 15.10 uur, met de **Griend** nog steeds stand-by voor oefenen en de zeilwedstrijd "40 mijl van Bru", werd de reddingboot opgeroepen door de Kustwachtpost Ouddorp voor een jacht met een gebroken roer t.h.v. de Punt bij Ouddorp. Er werd ter plaatse gegaan en het jacht "**Black Pearl**" van 8,00 meter lengte en met 2 personen aan boord, werd aangetroffen bij de Punt waar het op krabbend anker lag. Het jacht werd langs zij de **Griend** genomen en afgemeerd in de haven van Port Zelande. Alle 4 de eigenaren van de jachten werden donateur van de KNRM.



2 very fine looking Dutch ships in the port of Troon on the Ayshire coast (Scotland) on May 28th, on the left the 1952 built tug **HOLLAND** (<http://www.zeesleepbootholland.nl/>) and on the right the 3 mast tallship **THALASSA** (<http://www.tallshipthalassa.nl/index.php?id=2&L=2>) - Photo : Brian Climie ©

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Age of sail returns for green cargo ships

What's that vast kite doing, way out at sea? Well, it's not a kite, but a sail - and it's pulling along a gigantic, modern, ocean-going bulk carrier. Cargill, one of the world's biggest transporters of foodstuffs, is going to be fitting sails to some vessels from next year. And with oil prices sky high, it's perfect timing. It's also a good time to be more environmentally friendly, with Emissions Control Areas coming into force in major shipping lanes - such as the coasts of North America and off western Europe. Shipping is responsible for nearly 5% of global carbon dioxide emissions - twice the output from aviation - and it's a figure that has doubled in the last 20 years. That's why companies like BP, Rio Tinto and Gearbulk have joined green groups like WWF in London, to sketch out a future where ships use less fossil fuel in getting goods to our factories and homes. "The world is changing - the industry is changing," says Anne

Marie Warris. She's an environmental adviser to Lloyds Register - the institution that's been testing the seaworthiness of ships globally for 250 years - and the venue for this conference. Ninety per cent of world trade is moved by ship - and Ms Warris sees a future where more goods are sent by sea, whatever the price of oil. "The increase in the number of Asian people who become middle class will mean an increase in demand for goods and services. So we need a way to balance the needs of people, planet and profit."

So, how to ship more, but use fewer finite resources?

In Denmark, the global shipping company Maersk is already taking practical steps to reduce its environmental impact. Some ideas are simple, some are initially expensive. Soren Stig Nielsen of Maersk describes some: "We're steaming at a slower speed, investing in new technologies - like recycling the waste heat from the engine, and we're improving the design of ships' hulls." But does that mean a threat to the makers of existing ship gear? Only if you stand still, says Vesa-Pekka Virkki. He's a business development director at the Finnish company Wärtsilä, which makes engines and propellers for two out of three cargo ships afloat. "I don't think there's a substitute for ships, or for engines either. Yes, there's now liquid natural gas as a fuel or windpower or solar - but you still need to convert that into motion. We have to make that happen."

Talking to the people pledging their names to the Sustainable Shipping Initiative, it's clear that there is a real commitment to reducing greenhouse gas emissions. There is a definite sense that this industry is at a turning point. However the prime motivation is less clear. Are ship builders, owners and users and banks such as Morgan Stanley and ABN Amro co-operating because they're concerned about the climate, or is it more about the price of crude oil?

Jonathan Porritt, director of Forum for the Future, doesn't think it's as cynical as that. "Companies realise we're heading for a different place, where they create value for shareholders, for people and for society by producing the things that people want with a far lower impact on the natural world, our communities and our way of life," he says.

But it doesn't mean that the oil price rise is insignificant. Ms Warris from Lloyds Register says businesses are concerned by "what this might mean for them in the future". "Specifically about how they're going to recover the cost [of higher fuel prices], and whether you or I as consumers are going to be prepared to pay for that increased cost. And what that means for their bottom line." We've seen our big energy companies fall in and out of love with green technology projects in recent years. It's possible that the Sustainable Shipping Initiative could yet be wrecked. But it's more likely that there's going to be a convergence between two courses ahead. One driven by the need to reduce running costs, and one driven by the need to reduce pollution at sea. **Source: BBC News**



The **POLYS** seen outbound from Willemstad (Curacao)

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

British Broker involved in ransom negotiations

A British broker was involved in two separate ransom negotiations for South Korean-operated ships hijacked off Somalia, prosecutors told a trial of four pirates in South Korea on Thursday. A British broker was involved in two separate ransom negotiations for South Korean-operated ships hijacked off Somalia, prosecutors have told a trial of four pirates in South Korea.

The Briton brokered a multi-million dollar deal to release the **Samho Dream** and also approached the shipping company when a second vessel, the **Samho Jewelry**, was seized, Yonhap news agency quoted a member of the prosecution team as saying. The **Samho Dream** was hijacked in April last year and its crew were released in November after seven months of negotiations. Busan-based Samho Shipping reportedly handed over more than US\$9 million as ransom.

In January this year, its sister ship **Samho Jewelry** was seized in the Arabian Sea but was retaken in a dramatic raid by South Korean commandos six days later. Eight pirates were killed while five were arrested and taken to the southern South Korean port of Busan to stand trial on charges of maritime robbery, attempted murder and ship hijacking. The charges are punishable by life imprisonment. Four are on trial this week while a fifth who pleaded guilty will be sentenced separately.

Prosecutors quoted Samho Shipping director Chun Bok-woo as saying that a pirate phoned the firm on January 15 when the **Samho Jewelry** was captured to find out whether it was owned by the same company as the **Samho Dream**. Chun also reportedly said that a 41-year-old British broker, identified only as Peter, called his company the next day.

Peter works in the British insurance industry and led the negotiations with the shipping company last year for the release of the **Samho Dream**, prosecutors quoted Chun as saying. Samho Shipping officials could not be reached for comment on the report. All 21 crew were rescued when navy SEALs stormed the **Samho Jewelry**, but Captain Seok Hae-Kyun, 58, was shot several times and remains in hospital after multiple operations.

Prosecutors said a pirate identified as Araye Mahomed shot the captain. The trial marks the first attempt by South Korea, a major seafaring nation, to punish foreign pirates. A verdict in the case of the four is expected on either Friday or Monday, while the fifth will be sentenced next Wednesday. **Source : ShipTalk**



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On To Victory

Wood taken from the historic warship **HMS Victory** is to be used to help build a nine-metre (30ft) boat as part of a nautical art project. The wood has come from the port bow section of the warship's outer planking. A piece from **HMS Warrior** 1860 has also been donated. The boat is being constructed from pieces of wood donated by members of the public and organisations. The aim is to sail it from Emsworth, Hampshire, to the Olympic Park. Leftover wood from the Olympic velodrome is also being used to build the boat along with everyday items including paddles, spoons, drum sticks and house signs. The craft is being built by Mark Covell, a Portsmouth boat builder and British Olympic silver medallist and America's Cup sailor. He said: "**HMS Victory** represents so much to so many in that she was instrumental in the history of our nation as the flagship of the Royal Navy.

"Working on the **Victory** was my first commercial job as a boat builder when I completed my apprenticeship and I felt honoured then, as I will do so now to work with her timbers and so contribute to her legacy." A professional skipper will lead the voyage in May 2012 but the crew will include some people picked from a public nomination. The month-long maiden voyage along the South East coast will see the boat call in at four locations, before sailing up the Thames in July.

The boat project is set to be a main focus of four arts festivals along the South coast in the run-up to the London 2012 Games. The boat, which is being built at Thornham Marina, Emsworth, is one of 12 public arts projects funded by Arts Council England to celebrate the London 2012 Cultural Olympiad. Anyone who wants to donate a piece of wood to the boat can take it to a series of donation days taking place across the South East region. **Source : ShipTalk**

NEDERLANDSE MARITIEME LUNCH IN SINGAPORE

Via deze weg willen wij de "Maritieme" Nederlanders uitnodigen voor deze lunch, wat tevens een uitstekende plaats is om te netwerken, en kennis te maken met andere Nederlanders uit de industrie



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Als U van plan bent aanwezig te zijn, gelieve even een mailtje te sturen naar clubderuyter@gmail.com zodat wij er rekening mee kunnen houden voor hoeveel personen er nasi goreng en sate ☺ gemaakt moet worden

Talk of the Day -- Death of a skipper

Wu Lai-yu, the skipper of a Taiwanese fishing boat that was hijacked in March last year, was killed in an exchange of fire between his three Somali captors and a U.S. navy ship in the Indian Ocean on May 20. The Ministry of Foreign Affairs (MOFA) got the news May 21 and it received a certificate of Wu's death from the U.S. on Saturday.

MOFA then informed Wu's family in southern Taiwan until, who was shocked as it had just reached a deal on paying a ransom for the crew and the ship. Following are excerpts of reports by Taiwan's major newspapers on this unfortunate event:

The United Daily News:

When Wu's **Jih Chun Tsai No. 68** with 14 crewmen on board was kidnapped by the pirates on March 30, 2010, the pirates initially demanded a high price for their release -- US\$8 million (NT\$230 million). Negotiations for exchanging crew and ship with money was made more difficult after international brokers intervened. Wu's family did not reach a deal with the captors until April this year.

When Wu's wife got word that her husband had been killed on board his own ship, which was used by the pirates as a "mother ship," she was incredulous, saying she would not believe it until she saw a picture or a video footage that proves Wu was dead. Wu's brother, Wu Lai-ming, accused the Somalian pirates of "being inhuman." He said all family members could not understand why the pirates demanded US\$8 million for Wu's release while owners of other fishing vessels that were also abducted were asked to pay just US\$150,000-160,000.

Tseng Yu-tzung, an official of the Liouciou Fishery Association, said an ordinary fishing family cannot even afford a US\$800,000 ransom money, much less US\$8 million. "We really don't know how to comfort the Wu family," Tseng said. It was a long and difficult year for Wu's wife, whose heart was repeatedly broken as she heard her husband's crying and moaning over the cellphone as he was stricken with fists or hit with the butt of a rifle.

One heart-rending moment was when she heard, over the phone, Wu yelling "they're trying to break my legs." The Wu family had asked the MOFA to help rescue Wu and his crew, but the men which MOFA sent to help resolve the issue suggested the family assign a private delegate to negotiate with the pirates. As the Wus indeed could not pay that high a ransom, they had time and again requested the abductors to cut down on the price, but to no avail. And they had no one to turn to except to pray before gods.

Legislator Justin S. Chou demanded an explanation from the government as to why such a tragedy occurred when both sides had finally agreed on the terms of a peaceful settlement. Wu's family members petitioned to Chou early this year that the MOFA seemed to be passive in its rescue efforts. The government denied that, saying -- through its spokesman Philip Yang -- it had actively asked the shipping company and the fishery association to negotiate with the kidnappers.

"How come the government's so-called active rescue efforts ended up with the skipper losing his life?" Chou asked. During the negotiations, Wu at one time appealed to China's honorary consul general in Somalia, Mr. Zhou, for help.

According to Chinese media reports, three months after Wu's long-line fishing vessel fell into the Somalian hands, Zhou was asked to intervene. During Zhou's talks with the two sides, he learned that Wu's legs were broken and Wu had nothing but Chinese herbal medicine to cure the wounds.

On July 13, a pirate by the name of Abdi called Zhou to confirm Wu was their captive. During Wu's talks with Zhou, which was recorded, Wu implored Zhou to "come to my rescue, would you? please!" Wu's voice was trembling -- a trembling voice only men in extreme despair could utter. It was the most direct expression of deep fear and a strong yearning for life. **Source : FocusTaiwan**

Rectificatie Brand op loodstender Orion

Gelukkig is achteraf gebleken dat er geen brand heeft plaatsgevonden op de **Orion**. Door een zoutkoelwater probleem zijn beide hoofdmotoren oververhit geraakt. Hierdoor is dikke stoom ontstaan gepaard met stank. De bemanning heeft de terechte veronderstelling gehad dat er een brand zou zijn ontstaan en er is zo gehandeld door de bemanning en de autoriteiten. Het Loodswezen bedankt Port of Rotterdam en in het bijzonder de bemanning van de **RPA 16** die de **Orion** heeft bijgestaan. Ook wordt de brandweer bedankt voor hun snelle reactie.

NAVY NEWS

NASSCO gets \$744 million to build two Navy ships

General Dynamics NASSCO was awarded \$744 million to build a pair of 765 foot auxilliary ships for the Navy, an infusion of money that will reduce the company's need to lay off workers due to a long-term slump in construction orders. The Navy also said it might give NASSCO the contract to build a third Mobile Landing Platform (MLP) vessel as it moves ahead with a new class of ship that will be used to pre-position supplies. The "pier-at-sea" ship project could be worth \$1.3 billion to NASSCO, the last major shipbuilder on the West Coast. The news comes as a critical time for the San Diego shipyard, which employs 3,600 people, making it one of the county's largest defense contractors. NASSCO said earlier this spring it would eliminate up to 350 jobs due the decline in new construction and a delay in



ship repair orders caused by Congressional debate over the federal budget. "There will still be some layoffs, but they will be significantly less than what we were talking about," said James Gill, a company spokesman.

NASSCO recently laid the keel of the [USNS Cesar Chavez](#), the 14th and final Lewis and Clark-class dry cargo ship it is building for the Navy. The company has struggled to find contracts to replace that project, which was worth more than \$7 billion to NASSCO. But the defense budget was recently passed, allowing NASSCO to begin \$37 million in repair work on the frigates [Curts](#) and [Vandegrift](#), and on the

Pearl Harbor, a Navy dock landing ship.

NASSCO President Fred Harris told the Union-Tribune in late April that "we'll be able to begin cutting steel immediately" if the company landed the MLP contract. The firm is preparing to do that, and expects to deliver the first of the new ships to the Navy in fiscal 2013 and the second in fiscal 2015.

MLP represents a departure for the Navy, which is pursuing a "seabasing" plan that would allow the Navy and Marines to pre-position everything from tanks and ammunition to food on a ship that would operate like a pier. Dry cargo ships like that ones that have been built over the past decade at NASSCO would transfer supplies to the MLP, where they would be stored until they were need on shore. The MLP would be able to berth ships and handle helicopters, essentially giving the military a forward operating base located at sea. "The MLP ship would be capable of entering a harbor, but it wouldn't necessarily have to," Gill said.

Ship named for JFK in honor of birth anniversary

Caroline Kennedy and other members of the Kennedy family have marked the anniversary of President John F. Kennedy's birth with the naming of a U.S. Navy ship. The daughter of the 35th president joined Navy Secretary Ray

Mabus on Sunday at the John F. Kennedy Presidential Library and Museum. Sunday is the 94th anniversary of JFK's birth. The celebration included remarks by Caroline Kennedy and others, a video presentation of a 1963 speech by President Kennedy to the Naval Academy and the naming of the second ship in honor of Kennedy who served as a lieutenant in the Navy in the Pacific during World War II. Caroline Kennedy said that as a child she practiced with a bowling pin before breaking a champagne bottle christening the first ship named for her father in 1967 **Source :** BostonHerald

See the Spanish navy in action May 28th off Malaga at :
http://www.youtube.com/watch?v=Aj92ofb-heQ&feature=player_embedded

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SHIPYARD NEWS



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The **SANTA RITA** seen outfitting at the DSME shipyard in Korea – **Photo : Thom Jaspers ©**

ROUTE, PORTS & SERVICES



Ex-Royal Princess ex-Artemis now sailing for Phoenix-Reisen as the **ARTANIA** seen enroute Amsterdam

Photo : Joop Marechal ©

Port of Montreal traffic expected to increase

Sylvie Vachon, CEO of the Montreal Port Authority, said strong growth for shipping services connecting the Mediterranean region with North America should put the Port of Montreal's container traffic back to the record level of 2008 by 2012. Containerized cargo has been the Port's fastest-growing segment over the past decade. The Port handled 1.5 million containers (standard 20 ft.) in 2008 and in 2009 only 1.3 million containers because of the global recession. The growth of the Mediterranean region's traffic reflects the importance of hub ports that receive big boxes from South- East Asia via the Suez Canal. The Port's total traffic, from break-bulk to petroleum products and grain, was 25.9 million tonnes in 2010, Vachon told Thursday's annual meeting, up 5.7 per cent from 2009. In the first quarter this year, it handled 10 per cent more than a year earlier. Development of a new container terminal at Contrecoeur, downstream from Montreal, remains under study for the long term, Vachon said. The studies cover technical, financial and environmental issues. **Source: Montreal Gazette**



The **CMA CGM OPAL** seen in Rio Grande – Photo : Marcelo Vieira ©

Ningbo's Meishan island terminal lifted nearly 100,000 TEU in Q1

FROM January to March, Meishan Island Container Terminal handled 258 ships on foreign trade lanes and 100,000 TEU, a 44 per cent increase compared to the fourth quarter last year, Xinhua reports. The terminal handled 165 ships and 51,000 TEU on Korean lines, 51 ships and 34,648 TEU on West African lines, 43 ships and 24,050 TEU on South American lines. Source : Schednet



Last week seen a rare sight in St. Petersburg: the **Wolga-Don 193** anchored on the Neva just in front of the Hermitage. On the foreground a "viking boat" promoting Norway as holiday destination

Photo : Anne-Marie van der Meer ©

Panama Canal impact gets more uncertain

Assessments of the impact of the widened Panama Canal are needing rethinking. Firstly, the common fiction that 12,000 TEU will be the post-Panamax standard has been demolished. It's now 14,000 TEU, but don't expect rows of vessels to be lining up outside ports, their masters fuming because the main channels are too shallow. (The maximum draft through the canal will be 50 feet. Only two East Coast ports can take the bigger vessels, Baltimore and Norfolk.)

Latest expert wisdom is that 6,000-8,000TEU vessels will be calling at East Coast ports. The only difficulty with this assessment is that these sizes are rapidly being done away with – 48 percent of the world fleet will be post-Panamax by 2014.

What's more, the volume of traffic through the canal will increase only moderately. At this month's Northwest Intermodal conference in Portland, Oregon, Rodolfo Sabonge, vice president of market research and analysis for the canal, said, "We're not expecting more transits – it's economies of scale. We don't think the expansion of the canal is really going to have the tremendous impact that people seem to think there will be on the intermodal system. We see growth around the world that will allow the Canal to maintain market share and provide many new opportunities – we think this will be the game changer." Railroad and distribution executives agreed that most of the traffic switch from the West Coast has already taken place. A Panama Canal Authority study last year found that post-Panamax vessels will have 18 percent more productivity and a 40 percent increase in total service capacity. This was based on a Suez example of a weekly service of 11 vessels of 8000 TEU serving the East Coast ports in 2008. They had an annual productivity of 38,000 TEU each and total annual service of 410,000TEU. The same service of 4800TEU through Panama has an annual productivity of 31,000 TEU/vessel and total service capacity of 248,000TEU/year. Most hopes for the canal's future are being pinned on cost savings. A figure of about \$400/TEU compared with intermodal rates from the West Coast was mentioned at the Portland conference. The most important figure has still to be made known – toll charges – which could make nonsense of all cost projections. These are still secret and nothing has been said either as to whether they will be based on capacity or load. **Source: Maritime Professional**

Xanterra Parks & Resorts Completes Purchase of Windstar Cruises

Xanterra Parks & Resorts completed the purchase of Windstar Cruises on Wednesday, May 25, after the sale of the assets of Ambassadors International, Inc. was approved by the U.S. Bankruptcy Court for the District of Delaware on May 19, 2011. Windstar was Ambassadors' principal operating unit.

Windstar Cruises, with headquarters based in Seattle, Wash., will sail all published 2011 and 2012 voyages, maintain its customer programs and policies and honor Windstar fares and reservations, including charter contracts.

"The first order of business for Windstar Cruises is that it is full sail ahead," said Andrew N. Todd, President & CEO of Xanterra Parks & Resorts. "Going forward, we intend to maintain Windstar's business and operations and invest in Windstar's growth for the long term. We are very excited to have Windstar Cruises become part of Xanterra's 135-year legacy in hospitality."

Windstar Cruises operates a three-ship fleet of luxury yachts that explores the hidden harbors and secluded coves of some of the world's most sought-after destinations. These luxurious and intimate ships cruise to nearly 50 nations, calling at 100 ports throughout Europe, the Caribbean and the Americas. The company sails two ships that carry just 148 guests each and a third ship that carries 312 guests.

"Now that the sale of Windstar Cruises has closed successfully, Windstar will be financially stronger and well-positioned for long-term profitability and success under new ownership," said Hans Birkholz, CEO of Windstar. "Windstar's 2012 collection of luxury voyages was just announced, and we will continue to provide our guests exceptional luxury travel experiences and the highest level of service. We will also continue to strive to exceed our guests' expectations aboard our luxury yachts for many years to come."

For the fifth consecutive year, Windstar Cruises was named the best small/mid-size cruise line by the readers of Celebrated Living, American Airlines' publication for first-class passengers. The 2011 Platinum List is an annual reader's choice guide endorsing the top hotels, golf courses, spas and cruise lines in the world.

Xanterra traces its history in the hospitality industry back to 1876 with the Fred Harvey Company, known throughout the West for its pioneering efforts to develop and operate first-class hotels and restaurants along the route of the Santa Fe Railroad, including the world-famous El Tovar on the South Rim of Grand Canyon National Park. Harvey devised a system of alerting his restaurant kitchen staff of the imminent arrival of train passengers via the telegraph wire, thus allowing his dining room hotel staffs to anticipate the needs of countless travelers prior to their arrival. His innovations and expertise led to first-class and luxury travel service standards that were ahead of their time.



The **PRINCESS SEAWAYS** seen arriving in the port of IJmuiden – Photo : H.Blomvliet ©

Holland America Line's ms Maasdam Completes Signature of Excellence Upgrades

Three other ships in fleet also receive enhancements

Holland America Line's ms **Maasdam** recently completed a stem-to-stern, multimillion-dollar Signature of Excellence dry dock at Freeport, Bahamas, April 24. Also completing dry-dock refurbishments in April were **ms Eurodam**, **ms Volendam** and **ms Veendam**.

The 1,258-guest **Maasdam's** added facilities and features included new stateroom furnishings and bathroom upgrades; Canaletto, a complimentary Italian eatery; the sophisticated Showroom at Sea; and the stylish lounge called Mix, which combines three distinct bars into one area. Twenty-nine new Lanai staterooms also were added to Maasdam during the refit, and 16 staterooms across Verandah Suite, Outside and Inside categories were converted into Spa Staterooms. The refurbishment was part of the company's now more than \$566 million Signature of Excellence ongoing fleet-wide program.

"**Maasdam** is our fifth ship to receive these exciting enhancements," said Richard Meadows, CTC, executive vice president, marketing, sales and guest programs. "The ongoing Signature of Excellence program has touched all 15 Holland America ships in various ways and ensures that our fleet continues to evolve in premium amenities, programming, technologies and activities that our guests expect from Holland America Line."

Volendam's dry dock in Singapore included new carpet in most of the public areas and restaurants. Audio and lighting enhancements were completed in the show lounge. Guest staterooms received new carpeting and soft goods, and all furniture was re-upholstered and refinished. Crew cabins and recreation areas were also updated. The hull was repainted and a number of technical maintenance repairs were performed. **Eurodam's** dry dock at Freeport involved new carpets, privacy curtains along the Atrium side of the Pinnacle Grill, hull coating and some routine technical upgrades. **Veendam's** dry dock, also at Freeport, included routine technical updates. The aft Lido Deck retreat area was modified with a new design with more open deck space, two pools and two hot tubs.

Seafarer Exploration Commences Search and Recovery Operations

Seafarer Exploration Corp. announced they are back to full time operations with their ship the **Iron Maiden** at the Juno Beach wreck site under their newly issued salvage permit. Seafarer was joined by the CBS News team to film our first day back at sea, which they released on the May 25 evening news. Len Kohl, an advisory council member stated:

"I am very pleased with the perseverance of the entire Seafarer organization to overcome all the hurdles presented to them over the past. We must now forge on with the opportunities given us and work with equal diligence to properly work the site, to discover and understand what is out there, and continue to build shareholder value. This is the beginning of an exciting journey."

Chip Johnson on the Board of Directors commented after several months of hard labor preparing the **Iron Maiden** for this day, "I was extremely happy with how well all the equipment operated. What's most impressive is the Captain and dive crew we've assembled. I believe we have put together a team of some of the most successful treasure hunters along the entire Florida east coast. Combined, our divers have almost 100 years of treasure hunting and recovery experience including working with Mel Fisher on Florida's largest treasure discoveries; the 1715 Plait Fleet, **Santa Margarita** and the famous **Nuestra Senora de Atocha**."



The **c.COLUMBUS** seen outbound from Amsterdam – Photo : Joop Marechal ©

US Coast Guard Former National Strike Force Commander to Join O'Brien's Response Management

O'Brien's Response Management is pleased to announce that **Captain Roderick Walker**, United States Coast Guard (Retired), is joining O'Brien's as Manager, Consulting Services.

Walker joins O'Brien's after 30 years on active duty in the US Coast Guard where he served in numerous challenging positions of increasing authority and responsibility. Walker most recently served as Commander, National Strike Force/Commanding Officer, National Strike Force Coordination Center, where he was in charge of supervising, equipping, training and deploying more than 200 incident management response experts to oil and/or hazardous materials spill incidents, national special security events and natural disasters world-wide. Walker recently served as Chief of Staff to the Federal On-Scene Coordinator during the **Deepwater Horizon** oil spill.

Other roles filled by Walker include Deputy Commander/Officer in Charge, Marine Inspection, Sector San Diego, CA; where he guided search and rescue, maritime law enforcement, commercial vessel safety, port security, federal maritime security, and federal on-scene coordination for pollution response in a military strategic port. He also served as Executive Officer, Marine Safety Office, Port Arthur, TX where he executed maritime safety, security and waterways management oversight activities for a port that is home to 25% of the nation's oil refineries and 80 petrochemical and liquefied natural gas facilities, amongst other positions.

A 1981 graduate of the United States Coast Guard Academy, where he earned a Bachelor's Degree, Walker's career also included multiple Coast Guard field and staff tours including assistant department head, contingency planner, department head, branch and section chief. Walker later earned a Master's Degree from Golden Gate University in San Francisco, CA.

"Roderick Walker is joining O'Brien's at a time of increased demand on preparation, planning and compliance for the marine and petrochemical industry. Application of his experience and expertise in plans, training, exercises and actual responses as he manages our consulting group will provide great benefits for our clients," said Tim Perkins, CEO of

O'Brien's Response Management. "We're very pleased to have Roderick join a company that above all, prides itself on a culture of service to its clients," Perkins added. O'Brien's Response Management is a leading provider of crisis and emergency response services that helps clients achieve maximum resiliency by enabling them to Prepare, Respond, Communicate and Recover.

OLDIE – FROM THE SHOEBOX



Mv SOMERSET - a twin screw ro/ro cargo ferry of DFDS. The hull was built in 1966 at Elsienore (Denmark) and towed to Hamburg for fitting out. On the last day of 1966 she was delivered by Howaldtswerke Hamburg AG to DFDS and sailed directly on the maiden voyage to Grimsby. From 1967 on the regular routes Grimsby/ Harwich/ Newcastle/ Felixstowe to Esbjerg and fitted out with a containercrane in 1969. Lengthened in 1972 and a extra deck on top in 1974. In 1981 converted to a livestock carrier, sold and renamed **PURCELL LIVESTOCK**. Capacity over 2300 cows. In 1982 renamed **LIVESTOCK** and shortly later in **FASTOCK** and **AFRODITE**. Her workfield at the time in the Mediterranean, surprisingly in 1987 she was converted again into a passenger car-ferry, since 1991 owned by Olympic Cruise Shipping Co., Piraeus, still as **AFRODITE**. Capt. Frank spotted her for the last time in 1997 in Piraeus.

On the above photo she left June 4th 1979 Harwich Parkeston Quay (westerly berth) bound for Esbjerg

Photo : Capt. Frank Haalmeijer.

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.... PHOTO OF THE DAY



Above seen the **PRINCESS DANAÉ** anchored in the Geirangerfjord (Norway)
Photo : Harm Brink - www.nedcruise.info ©