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The **SIRIUS** seen moored in Amsterdam – Photo : Erwin Willemse (c)

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## EVENTS, INCIDENTS & OPERATIONS



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Cosco largest container vessel **COSCO GLORY** seen departing from Rotterdam-Europoort – Photo : Piet Sinke (c)

## Man Pleads Guilty To Killing Wife On Cruise Ship

**Authorities Say Robert McGill Killed Wife During Cruise To Mexico In 2009**

A Los Angeles County man Thursday pleaded guilty to second-degree murder for beating and strangling his wife on a cruise ship two years ago as the vessel returned to San Diego from a five-day trip to Cabo San Lucas.

Robert John McGill, from Winnetka in the San Fernando Valley, faces life in prison when he is sentenced Nov. 8 by U.S. District Judge Irma Gonzalez. In a probable cause statement filed with a criminal complaint, an FBI special agent said McGill "stated he killed his wife (Shirley) in the bathroom of their cabin with his bare hands." Crew members on the 2,052-passenger ship **Carnival Elation** responded to a domestic dispute shortly before 8:30 p.m. on July 14, 2009 – the defendant's 55th birthday -- in the couple's cabin and found the victim's body.



The FBI -- which investigated because the murder occurred in international waters -- said Shirley McGill, who was also 55, was killed when the ship was about three hours out of Cabo San Lucas. She'd been dead for about two hours when her body was discovered. McGill's attorney said in court papers that his client was extremely intoxicated aboard the ship, and witnesses described the defendant as stumbling around and barely able to walk.

The McGills, married in 2003, were former high school sweethearts who got back together later in life. Robert McGill, now 57, worked for 30 years with the Los Angeles County Office of Education teaching at-risk teenagers.

Source : 10news.com



The **UAL NIGERIA** – Photo : Harry Stott (c)

## First crane arrives at scene of "Bulgaria"

One of the two floating cranes, which will lift the **Bulgaria** pleasure boat from the bed of the Volga River has arrived at the site of the tragedy. During the day, on Saturday, the second crane is expected to arrive at the scene as well.

It has been officially announced that the operation to raise the ship will begin on the morning of July 18th. Currently all search operations for survivors of the crash have been completed and the search has been called off . Of the 208 people who were on board only 79 were managed to be saved and 15 people are still reported as missing.

At a meeting on Friday Russian President Dmitry Medvedev demanded that those that are responsible be severely punished for the tragedy. The pleasure boat "**Bulgaria**" sank on July 10th in the Volga. It has been established that the vessel was not seaworthy and the operators did not have a license to transport passengers. Source : The Voice of Russia

## Neeltje Struijs brengt jacht binnen.

Zaterdag 16 juli om 05.46 uur werd de bemanning van de reddingboot **Neeltje Struijs** van KNRM station Stellendam door het Kustwacht Centrum gealarmeerd voor een kajuitjacht met een gebroken mast op het Haringvliet. Dit bleek te zijn ter hoogte van de Vuile Gat boei 8. Er werd uitgevaren en ter plaatse gegaan. Bij het jacht van 8,00 meter lengte en met 1 persoon aangekomen werd er een sleepverbinding gemaakt. Het jacht is naar de Heliushaven in Hellevoetsluis gesleept waar het in zijn eigen box werd afgemeerd. Hierna keerde de reddingboot terug naar station.

Zaterdag 16 juli om 16.13 uur werd de **Neeltje Struijs** door het Kustwacht Centrum gealarmeerd voor een hulpverlening bij de Heliushaven in Hellevoetsluis. Net toen de reddingboot de haven uit voer werd de actie

afgeblazen. De reddingsbrigade van Hellevoetsluis had het bootje al op sleep genomen zodat de [Neeltje Struijs](#) terug kon keren.



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The [HELENIC](#) seen outbound from Rotterdam – [Photo : Harry van den Berg \(c\)](#)

## Cocaine-filled sub seized off Honduran coast

**Bust was the first of its kind in Honduras' waters.**

Honduran naval authorities have seized nearly three tons of cocaine packed inside a submarine off the country's Caribbean coast. Honduran Defense Minister Marlon Pascua said that bust also netted five arrests.

Posing a challenge for authorities is the fact the submarine remains submerged. However Honduran Navy surveillance has been charged with monitoring the vessel. Officials say the vessel is floating 50 feet under the surface of the Caribbean off the Honduran coast after the crew tried to sink it. "We intend to recover the drugs, and we are asking for aid from friendly countries to recover the vessel," Pascua told local media. "It is important to have proof so that the full weight of the law can be applied to these people," he added. In the last few years, the instances of homemade submarines used in the trafficking of drugs has grown off Central America and Mexico as drug traffickers seek new routes to smuggle narcotics into the United States. [Source : allheadlinenews.com](#)



Above seen the last working day of the **SMIT RUSLAND** before his retirement as can be seen above  
Photo : **Stephan Grol (c)**

## First mate charged in Philly duck boat accident

About 40 minutes before the fatal duck-boat accident last year off Penn's Landing, the first mate on a Delaware River tug made a pivotal error. Matthew R. Devlin, 35, climbed down from a steering station that provided nearly perfect visibility and went into a wheelhouse 11 feet closer to the water, where his view of the river was significantly blocked by a 250-foot barge the tug was pushing upriver.

That "fateful decision," according to a federal criminal charge issued Thursday, was a prime reason the barge struck a Ride the Ducks amphibious vessel loaded with 35 tourists, two of whom died. Before the July 7, 2010, collision, Devlin was using a computer or a cellphone to check on the health of his son rather than keeping lookout. "He proceeded to violate numerous rules of seamanship and essentially drive blind in the direction of the stranded duck boat," said the court document.

Devlin has agreed to plead guilty to "misconduct of a ship operator causing death," the maritime-law version of manslaughter, U.S. Attorney Zane David Memeger said Wednesday. Devlin would face 37 to 46 months in prison. A date for sentencing has not been set. The charge marks the end of the federal criminal investigation into the incident that marred last year's summer tourism season and forced the ducks off the river. They returned this spring on a shorter route. It also means no one from the duck company will face criminal charges.

Devlin has agreed to surrender his mariner's license, Coast Guard Capt. Todd Gatlin said. "He's not going to be operating as a professional mariner," said Gatlin. The plea agreement calls for that to be permanent. The Catskill, N.Y., resident remains "terribly" upset by the accident and deaths, said his Philadelphia attorney, Frank DeSimone. "He's a parent," said DeSimone, "and he thought he was going to lose his child. He understands how the other parents feel." About an hour before the collision, Devlin started using his cellphone - in violation of company regulations - to check on the condition of his 5-year-old son, who was undergoing what should have been a minor eye operation. Shortly before noon, Devlin learned that the child had been partially deprived of oxygen for eight minutes. After speaking with relatives, just before 2 p.m. Devlin moved to the lower wheelhouse to access a portable computer. Steering the tug and barge from the lower wheelhouse also violated tug owner K-Sea Transportation's rules. **Source : philly.com**





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The **SHAMROCK MERCURY** seen outbound from Rotterdam – Photo : Piet Sinke ©

## Mauritius gets 3 mln euros for pirate trials

Mauritius has secured 3 million euros (\$4.25 million) from the European Union for the trial and detention of suspected Somali pirates, the Indian ocean island nation said. Rampant piracy off the coast of Somalia has made it the world's most dangerous shipping lane, earned Somali sea bandits tens of millions of dollars in ransoms and raised insurance premiums for shipping firms.

"If it (piracy) is allowed to grow at the pace it has in recent years, it could cause considerable damage to our fishing industry, to shipping, to the tourism industry and indeed to our ambition of developing the potential of our exclusive maritime zone," Finance Minister Pravind Jugnauth told reporters. International navies trying to counter piracy off Somalia are often reluctant to take suspects to their own countries either because they lack the jurisdiction to put them on trial there or they fear the pirates may seek asylum. Pirates arrested on the high seas are frequently returned to Somalia's lawless shores.

"Mauritius has to pass a law on piracy and ... to start implementing the assistance which will come from the United Nations Office on Drugs and Crimes (UNODC)," Alessandro Mariani, the European Union's ambassador to Mauritius, told Reuters. Mariani said a mission from UNODC was expected in Mauritius in mid-August and by the end of September all the elements should be in place for Mauritius to be able to hold trials of suspected pirates and to jail those convicted. **Source: Reuters**



HAL's **AMSTERDAM** seen on departure on 16 July 2011 from the home port of the **TIME BANDIT** (deadliest catch) Homer in Alaska. A beautiful day on a beautiful location. Photo : Dirk van Uitert ©

## CASUALTY REPORTING

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## Society 8 missing after ship sinks off E China coast

Rescuers were still trying to locate the eight missing crew members Friday, more than a day after a cargo ship sank off east China coast, local maritime authorities said. The vessel capsized after being hit by a Panama-registered container ship at 1:20 am Thursday, with all 11 crews falling into the sea waters, the maritime bureau in the city of Lianyungang, East China's Jiangsu province, said in a statement.

The container ship, which is owned by a Malaysia shipping company and was travelling to Singapore from eastern Chinese city of Qingdao, rescued three crew members out of the sea waters 170 km from Lianyungang. The 97-meter-long and 15.8-meter-wide sunken ship, owned by a shipping company in the city of Wuhu, was travelling from the southeastern Chinese city of Fuzhou to northern city of Tianjin at the time of the accident. Source : ChinaDaily



## NAVY NEWS



The Tirpitz pier in Kiel during the navy days – Photo : Cor van Niekerken ©

### Researchers find WWII German submarine off Brazilian coast

Researchers say they have located the wreckage of a German World War II submarine sunk off the coast of southern Brazil. Researchers from the Vale do Itajai University say the **U-513** submarine was found on Thursday at a depth of 245 feet (75 meters) off the coast of Santa Catarina state. It has not been towed to shore. Friday's statement says American planes sank the submarine on July 19, 1943. It adds that during World War II German submarines were sunk off the coast of Brazil. The **U-513** is the first one to be found. Source : Washington Post

### Commander of sub tender formerly based in Bremerton fired

The commanding officer of a former Bremerton-based submarine tender was fired Friday for hitting a channel buoy in June. Capt. Eric Merrill was commanding sub tender **Emory S. Land** on June 21 when it hit a buoy while heading into Mina Salman, a port of Bahrain, Cmdr. Christy Hagen, spokeswoman for Submarine Force Pacific, told the Navy Times on Friday.



Nobody was injured. The ship will undergo repairs in Bahrain, Hagen said. The extent of the damage was not immediately known. After an investigation, Merrill was relieved for "loss of confidence in his ability to command," Hagen said. He was awarded nonjudicial punishment on Friday for violating Uniform Code of Military Justice Article 110, improper hazarding of a vessel. Merrill, who took command of **Emory S. Land** in September 2010, has been



administratively reassigned to Submarine Force Pacific. Capt. Thomas Stanley, a previous CO of the sub tender, has assumed command until a permanent replacement is named, Hagen said. The **Emory S. Land** was based at Naval Base Kitsap-Bremerton from November 2007 to June 2010, when it changed homeports to Diego Garcia. While here, it was modernized, had its hull was converted to a hybrid Navy-Military Sealift Command crew **Source : Kitsap Sun**

## No. 2 officer on San Diego Navy ship Green Bay fired

Save The second in command of the San Diego-based amphibious ship **Green Bay** was fired last Wednesday for what the Navy called personal misconduct. Cmdr. Ralph Jones, the **Green Bay's** executive officer, was on the ship in the Arabian Sea region as part of a regular deployment of the 13th Marine Expeditionary Unit when the relief-of-command announcement was made. It is the **Green Bay's** maiden deployment.

A Navy spokesman in San Diego said allegations of personal conduct were confirmed by an investigation of Jones' behavior. The Navy refused to release any more details, citing "privacy concerns." **Source : Signon Sandiego**



The Belgian navy tug **A 950 VALCKE** seen off Zeebrugge – **Photo : Jasper van Raemdonck (c)**

## Indian Navy planning to induct anti-submarine ships

The Indian Navy is planning to induct indigenously-built shallow water anti-submarine craft to tackle and destroy enemy's under water threat. "We are looking to induct indigenously-built craft for anti-submarine warfare operations in coastal waters and combating the threat posed by submarines," Indian Navy officials told media here.

"The craft would also be used for undertaking low intensity maritime operations and laying of anti-ship and anti-submarine mines," they said. The Navy wants the vessels to be able to operate within 200 nautical miles from its launch base and be able to travel at speeds of above 25 knots. "The ship should also be equipped with torpedos and rocket launchers as its fire power," they said.

Expressing its interest to procure such vessels in a Request for Information document, the Navy has sought responses from Indian shipyards for manufacturing these vessels indigenously at their facilities here. The Navy intends to acquire these class of ships under 'Buy Indian' category, which means that the ships should be built indigenously. Not

disclosing the number of vessels to be procured by it, officials said, "There is also a possibility of the contract being divided between two different shipyards."

On the design for the ships, the Navy wants that the vendors should have an MoU with a design partner for the construction of vessels at the time of submission of tender. **Source : Indiatimes**

## Brazil begins building 4 diesel-powered submarines, looks ahead to having nuclear vessel

Brazil has begun building four diesel-powered submarines as part of a 2008 agreement with France that includes the future construction of Latin America's first nuclear submarine. President Dilma Rousseff attended Saturday's ceremony marking the startup of operations at the shipyard where the four Scorpene attack submarines will be built.

Each submarine will cost about \$565 million. The first is expected to be delivered in 2016. The Brazilian navy says the four vessels represent a first step in moving Brazil toward construction of its first nuclear-propelled submarine. Officials have said the submarines will be used to protect Brazil's large offshore oil reserves and exploration platforms **source : startribune**

## Navy's oldest ship decommissioned



The oldest commissioned ship of the Indian Navy, '**Sharabh**,' a landing ship tanker, was given a fond farewell after 35 years of service, with a guard of honour and the naval band playing the Last Post. The National Flag, the Naval Ensign and the Decommissioning Pennant were hauled down for the last time at sunset, symbolising the end of her service to the country, Indian Navy Public Relations Officer of Andaman and Nicobar Command Lieutenant-Commander Mannu Virk told PTI.

The decommissioning ceremony was held at the Naval Jetty by Rear Admiral Karambir Singh, Chief of Staff, Andaman and Nicobar

Command on Thursday. The tanker had the distinction of participating in numerous amphibious operations, both on the Eastern and Western seaboards, and landed troops and materials on all major and minor landing sites in the Andaman Sea region. **INS Sharabh** was commissioned in January 1976 at Gdynia, Poland.

**Source : The Hindu**

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**Hall Contracting** from Buderim, Australia successfully re-launched the dredger "**Eastern Aurora**" on July 13 th 2011 in **PT Worldwide Equipment Yard** in Batam-Indonesia.

Build in 1994 by IHC Holland , as deep suction dredger, together with her sister vessel "**Eastern Rainbow**" for Formosa Plastics who employed them for reclamation of the industrial area in Mai Lioa ,Taiwan where they later build their chemical plant. "**Eastern Aurora**" has been converted from deep suction dredger to a modern cutter suction dredger with anchorbooms and spudcarrier.

She is capable of dredging to a depth of 30 mtrs , has 1,000 Kw of hydraulic cutterpower and with 2 inboard booster pumps she has the power to pump over considerable distance Hall Contracting is Australia's largest dredging contractor, for more information see their website [www.hallcontracting.com.au](http://www.hallcontracting.com.au)

**P T Worldwide Equipment** is a cooperation between Van Es holdings from the Netherlands and Tat Hong Pte Ltd from Singapore For more information see their website <http://www.wwe.seabatam.com/>

## 9,200-tonne container ship handed over to German partner

Ben Kien Ship Yard Company in Hai Phong on July 15 organised a ceremony to hand over a 9,200-tonne container ship named **HC MELINA** to Germany's Hanse Capital Group. The ship, which measures 129.4m in length and 17m in width, can run at 14.7 nautical miles per hour. Its equipment meets the latest international maritime regulations, ensuring the ship to operate in all ports over the world. The container ship is labelled RSBK 02 and designed by the Netherlands' INEC Company. **Source: Vov News**

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The PSV **Pacific Avenger** in a rare quiet moment alongside in Dakar, Senegal waiting to load.

Photo : Grant Bairstow ©

## First Chinese language DP system

Finnish dynamic positioning systems manufacturer Navis Engineering has launched a Chinese language version of its NavDP4000 dynamic positioning system graphic user interface (GUI). The step has been taken in support of increasing sales of Navis equipment in China. The company believes that the move will make a significant contribution to improving the safety of DP operations onboard the growing fleet of Chinese-flagged offshore vessels manned with Chinese-speaking crew. As well as the GUI, the NavDP4000's voice alarms – believed by the company to represent a unique feature in the DP system market - have been translated into Chinese, further enhancing safety. Recent NavDP4000 deliveries to Chinese ship owners include a DP1 system installed on a suction hopper dredger ordered by



CCCC Tianjin Dredging, DP1 systems for a series of 77m long AHTS built at Zhejiang Jiantiao Shipyard, and a DP1 system for a heavy lift vessel built at CCCC Bomesc Marine Industry. "Ever since we started working closely with Chinese shipyards in 2008, we have been aware of a problem of interaction with shipyard engineers on technical issues," said Vladimir Antonenko, project director, Navis Engineering "It has been an issue of language alone. We came to realise that this was a market reality that had to be accepted: the majority of shipyard staff and the crew of vessels under the flag of China are Chinese-speaking only and we had to adapt to this situation. Developing a Chinese language version of our DP GUI made perfect sense." Navis Engineering is a Finnish company manufacturing dynamic positioning and ship automation systems, with a branch office in Shanghai. **Source : The Motorship**

## **Shipping corporation to bid for proposed Vizhinjam port**

Kerala Chief Minister Oommen Chandy Saturday extended the last date for bidding for the proposed Vizhinjam port till Aug 17 to enable the Shipping Corporation of India to put up its offer. "We have been informed by them (Shipping Corporation of India) that they are also keen to bid for building up the proposed Vizhinjam port and since we consider them as an important entity, we have decided to extend the last date by a month to Aug 17," said Chandy. The Vizhinjam port is to come up near the famed tourist destination of Kovalam and the proposed site has a natural depth of 24 metres, one of the deepest in the world, and hence requires no dredging.

It will be located close to a busy international shipping route, and is envisaged to handle 4.1 million containers annually. The green signal for this much-delayed project came last month when the environment minister Jairam Ramesh announced that the environment impact assessment study on the proposed Vizhinjam international container terminal will be completed in a year's time. At a meeting with Chandy and his cabinet colleagues, Jairam Ramesh asked the government to go ahead with all the formalities and to look for the necessary funds required for the mega project. The previous Left government in November last year had asked the State Bank of Travancore to form a consortium of banks to raise Rs.2,500 crore which would be the initial funding required for the project. **Source : Deccanherald**

## **India's port capacity expansion plans in rough waters**

India's port capacity expansion plans could go awry, thanks to a stalemate between the shipping ministry and Planning Commission over policy framework for awarding projects. The government plans to invest over Rs 16,700 crore in ports this fiscal to raise cargo-handling capacity to 1.2 billion tonnes from the current 1 billion tonnes, and Rs 2.77 lakh crore over the next decade to take it over 3 billion tonnes by 2020. The shipping ministry, in charge of 12 major ports, is miffed with the Commission for proposing a slew of changes in the model concession agreement (MCA), a document used to award port projects on a public-private partnership basis. The two had finalised the MCA in 2008 after three years of deliberations, but it has failed to attract the intended investments into the sector.

The Planning Commission has sent us a letter with 100 pages of recommendations on the changes that need to be made in the model concession agreement," said a senior shipping ministry official. He, however, refused to give details on the changes sought in the document. The official said the ministry has told the commission that it is practically impossible to incorporate so many changes. The ensuing stalemate has thwarted all work on revising the MCA. The Planning Commission, however, denies that it has called for an overhauling of the policy. "We have only suggested fine-tuning of certain clauses in order to bring greater clarity and predictability, which would minimise the possibilities of any claims or disputes being raised by the concessionaires," a senior Planning Commission official said, requesting anonymity. The official said the suggestions had been made by the legal counsels of the Commission and were in line with MCAs in other sectors as well as international best practices. "The ministry of shipping has agreed to an in-depth discussion to decide on the modifications that may be necessary," he added. The Commission and the ministry commenced talks to alter the framework in March, less than two years after the government settled on an MCA for public-private partnership mode in port projects. "The concession agreement has kept on refining to suit various requirements and even include foreign players," said Samir Kanabar, Partner, Infrastructure Practice, at Ernst and Young. "The bidders put a bid at a particular time with some estimate. Any changes would result in difficulty of making an estimate on the revenue- sharing model, Kanabar said. **Source : Indiatimes**

## The Removal of Green Canyon 6A by Versabar's VB – 10000



Photo's : Peter Devine



The topside is under tow to a Gulf Coast salvage facility, Flare boom and helideck intact. Now, that's a single-piece lift!



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## Experimenting Genoa-Zarzis shipping line

A ship from Italian city of Genoa berthed, on Monday, at the Zarzis trade port, loaded with 181 vehicles and 5 containers headed for Libya. This is an experimental crossing, before the possible launching of a regular Genoa-Zarzis sea line. This trial is to determine efficiency of this sea shipping line to the Zarzis port and the Italian promoters who, before the Libyan crisis, headed to El Khoms port in Libya. Since the crisis, the Zarzis port has been hosting ships destined to the Libyan market, mainly sailing from Russia. These ships are loaded with such foodstuff as rice, flour, soya, wheat, bananas as well as vehicles and other goods like marble and woods.

Once arrived to the port, these goods are transferred to Libya via the Ras Jedir border crossing, which needs some thirty heavy lorries per day and offers between 50 and 100 jobs. The volume of these exchanges destined to Libya is estimated at 64,000 tonnes. Thus, the Zarzis trade port is experiencing an intense activity. Six ships arrived on Tuesday from Russia loaded with wheat and rice. The port has the capacity of receiving more than four ships a day. In addition to the goods destined to Libya, the Zarzis port registered, during the first half of 2011, a volume of exchanges of 512,000 tonnes. **Source: Tunis-Afrique Presse**

## Maersk will add capacity on Asia, West Africa routes

"Asian-West African trade has been one of the fastest- growing markets in the past few years, and it is expected to maintain 15 percent to 20 percent year-on-year growth over the next three years," he said. Sino-African trade plays a significant role. "One in three containers in the world serves China. We have seen significant trade flows from China to other emerging markets and Africa is an important part of the story," Svendsen said.

The vessels, known as West Africa Max ships, with a capacity of 4,500 containers, are said by the company to be the largest container ships that ply the route. The company ordered 22 such vessels from South Korea's Hyundai Heavy Industries. Six went into service on May 21 and another three are scheduled for delivery by the end of the year, according to the company. The rest are still under construction. All will be dedicated to Asian-West African trade, connecting Chinese and African ports, Svendsen said.

Currently, Maersk operates three routes between Asia and West Africa. Two serve major Chinese ports such as Shanghai, Ningbo and Hong Kong. The ships sail for Africa bearing building materials, machinery and daily necessities. They return with commodities such as cotton or wood. Zhang Monan, an economist at the Economic Forecast Department of the State Information Center, said China-Africa trade is likely to continue growing. China will remain a major global manufacturer in the near term, and its need for resources and commodities will drive up its trade with African countries, Zhang explained. In the meantime, China's low-priced products can meet demand in African markets, she said.

However, the appreciation of China's currency, rising labor costs and global commodity price hikes have put tremendous pressure on Chinese manufacturers. More Chinese companies are considering investing in overseas markets to make use of labor and other factors in local markets. These factors also explain rising Chinese investment in Africa. Through investments in African countries, Chinese businesses can process natural resources locally for export to China, said Zhang. "This will help Chinese businesses expand their industrial chain on a global scale and facilitate the whole country's industrial upgrading," she said. For the shipping industry, the growing fleet serving routes between

Asia and West Africa will benefit ports in both regions. It will provide Chinese ports with a larger and steadier cargo flow, said Zhang Hongbo, an analyst with CITIC Securities Co Ltd.

According to a forecast released by the Chinese Academy of Sciences this month, Chinese ports will remain the busiest in the world this year. However, this is not necessarily good news for smaller shipping companies. Larger ships mean lower costs per container. This may exert pressure on smaller companies and lead to fiercer competition, especially as "the whole industry is struggling with high oil prices", the report said. But it is still too early to see any "real impact" on smaller companies in the industry, Zhang said. **Source: China Daily**

## **Ocean Safety appoints new Dutch distributor**

The UK's largest independent safety supplier, Ocean Safety, has appointed a new distributor in the Netherlands to supply the company's range of own brand equipment including the Kru range of lifejackets, Ocean Safety liferafts and lifebuoys, first aid kits, survival suits and Aquaspec lights. Datema, which is part of the Nautical Safety Group, is prominent in the field of nautical safety and nautical data, (including Enc Track), in the Netherlands. The company and its 45 employees are based in modern premises in Delfzijl and Rotterdam, and will be supplying Ocean Safety's products to leisure chandlers, shipping companies, ship owners and shipyards, as well as ship dealers and agents throughout the Netherlands.

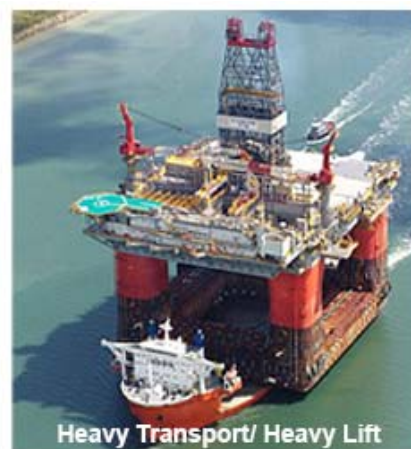
Safety consultants from Ocean Safety have supported the appointment with a full schedule of training in the operation and servicing of all products, which has now been completed. "We are delighted to have established a partnership with one of the Netherlands' key safety suppliers," comments Ocean Safety's Mark Hart. "We had previously traded with Datema, and with their cooperation we have recently concluded a contract supplying our unique Jon Buoy man overboard recovery systems to the Dutch Navy." He adds, "We have now put this cooperation on a formal footing which we are very pleased about." Eric Winters, Sales Manager of Datema, says, "We expect to swiftly grow our business with Ocean Safety's equipment here in the Netherlands. We are confident that our customer base will recognise the high quality and customer service associated with these products." **Source: Ocean Safety Ltd.**

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Above seen the **Cap Jervis** arriving at the Port Chalmers container terminal 17/7/11.

Photo : Ross Walker ©

## BOEKBESPREKING

Door : Frank NEYTS

### “Nederlanders en het water”

Bij Aprilis Uitgevers verscheen het boek “**Nederlanders en het water. Geschiedenis, schoonheid en welvaart**”. Het werd geschreven door **Graddy Boven, Henk Visser** en **Arne Zuidhoek**. Fotografie door **Simone Gerard**.

Nederland en het water: door de eeuwen heen onlosmakelijk met elkaar verbonden. Allereerst denken we natuurlijk aan de strijd tegen het water, die zo veel hoogtepunten van Nederlandse vindingrijkheid heeft opgeleverd. Of aan Nederland als handelsnatie, waarbij schepen alle wateren ter wereld bevoeren. We roepen de VOC in herinnering en de ontdekkingsreizigers die menig witte vlek op de kaart hebben ingevuld. Maar het is niet alleen de zee die in de Nederlandse geschiedenis zo'n grote rol speelt. Daarnaast kennen we nog de vele binnenwateren. Ooit vooral verbindingswegen voor de handel en het vervoer van goederen en mensen, nu tevens in trek bij de pleziervaart. In dit zeer rijk geïllustreerde boek komen al die facetten aan bod. In tien hoofdstukken worden telkens tien thema's behandeld en getoond. In circa driehonderd speciaal voor dit boek gemaakte foto's. Onderwerpen als: de strijd tegen het water, de maritieme geschiedenis, monumenten, vervoer, waterwerken, handel en expansie.

“**Nederlanders en het water**” (ISBN 978-90-599-4279-0) telt 127 pagina's, is prachtig geïllustreerd en werd als hardback uitgegeven. Het boek kost 24.95 euro. Aankopen kan via de boekhandel. In België wordt het boek verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: [info@agorabooks.com](mailto:info@agorabooks.com)



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



The **LEWEK CRUSADER** seen alongside FPSO **LEWEK EMAS** offshore Vietnam.  
**Capt. Jan Dubbeldam - Towmaster o/b LEWEK EMAS ©**

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