



**Number 203 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Friday 22-07-2011**

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

The advertisement is divided into three main sections. The top left shows a large cargo ship at sea. The top right features a hand holding an iPad 2 with the text 'Win an iPad 2! PICTURE COMPETITION' and a link to 'www.vanbeest.com/picture\_competition'. The middle section displays various wire rope and chain fittings with the text 'VAN BEEST B.V. Manufacturer and Supplier of wire rope- and chain fittings. Registered trade marks 'Green Pin' and 'Excel''. The bottom section contains contact information: 'Tel. : +31 184 41 33 00', 'E-mail: sales@vanbeest.com', 'www.vanbeest.com', and 'Picture competition'.



**Above seen Heerema's HERMOD seen lifting the 4000 tons (in weight) Bongkot QPS module - Photo : Capt. Jan Berghuis ©**

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Above seen the **Seaways 12** arriving with the barge **Seaways 8** at Porto Amboim, assisted by the **Lucala** from Heerema. **Photo : Capt. Geert Dijkema - master "Alphonse Letzer" ©**

## British shipping worker killed in Yemen car blast

A British man was killed when his booby-trapped car exploded in flames as he started the engine in Yemen's port city of Aden. The shipping worker had just returned from surveying a tanker attacked by pirates. A passer-by was critically injured. A security source said the victim was a well-known and long-time resident of Aden. "We tend to think that it was some kind of terrorist attack because he was well known," he said.



The blast happened in the Moalla area near a hotel housing the shipping company's office. "He started the car and it immediately exploded and he was engulfed in flames," a witness told Reuters. Yemen has been plagued by political unrest for months, including clashes in the south between security forces and Islamist militants. **Source : London Evening Standard**



The **COSCO FUKUYAMA** seen in Port Phillip Heads 19-9-2010  
Photo : Andrew Mackinnon – [www.aquamanships.com](http://www.aquamanships.com) ©



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## PIRACY: HOW DO I AVOID BECOMING A VICTIM?

This is perhaps the question I am asked most when I speak to people at conferences and seminars. There is of course no one answer but a whole series of steps and guidelines that you can follow to reduce the risk to your vessels and crews. But why do you need to take any precautions at all when most of the European countries have a naval presence [EUNAVOR] in the Indian Ocean? Well as it was recently publicly stated, operating EUNAFOR as a police force is like trying to police the whole of Europe with a limited number of police cars all travelling at 15 miles an hour! There are also independent naval forces from countries such as Russia, India and China, who all contribute in varying degrees to the overall security. India has perhaps been the most proactive and aggressive in pursuing pirates along its coast, to the point where the pirates have taken note and taken retribution on Indian nationals it has captured. The combined naval forces have been successful in patrolling the IRTC and some of the navies are proactive across the Indian Ocean, but they cannot be everywhere. In short, if you want a bigger naval presence in the region then you must lobby your government to invest more naval resources to the region, but we all know how slow governments are

to react. So, for the most part it is your own preparations that are going to be your best defence in the short term, and you can regard help from any other quarter as a bonus.

The first and possibly the most important step in defending your vessel is to raise awareness of the problem with senior management. This is because without their support you will not have the corporate, moral or financial backing to protect your vessels. I frequently meet middle managers who want to engage with the problem but who do not have the full support of senior management to implement the changes needed. This usually dramatically changes after the company has lost a ship but then is a little too late!

The next step in the chain is to make sure your company security officer and those under him are all aware of the directions contained in the BMP3 guidelines document produced by the UKMTO. [an updated version is due for release at some point soon] It is a free downloadable document <http://www.mschoa.org/bmp3/Pages/BestManagementPractises.aspx> or you can buy hard copies from suppliers. The BMP stands for best management practice but I prefer to refer to it as Bare Minimum Practice, because after BMP3 every further layer of defence you put in place will lessen your chances of being attacked, boarded and losing your vessel.

Third in my 'to do' list is to have a security survey done of your vessels and a review of the ship security plan. The survey will show up where your vessel is weakest and how you can harden it against attack. There have been plenty of attempted piracy attacks thwarted by a ship that looks like it is well defended and with a hard profile. There are a wide range of passive or non-lethal devices on the market that can be fitted to vessels to help protect them against boarding, acoustic hailers and water cannon being amongst them. It is well known in the security industry that some of these devices are useful and others are a complete waste of time and money. It would be wrong of me [and litigious!] to discuss the merits or otherwise of individual devices in this public arena but I am happy to share my views in private. Whatever equipment you are considering I would suggest taking advice before spending money on products that do not always deliver what they promise. However, in broad general terms most devices do add some value to the defensive layer and the more layers the better.

Prior to entering a high risk area the reviewed security plan should be implemented, the crew briefed and extra watch keepers posted. The BMP3 reporting procedures should also be implemented and the ship routed through the IRTC if possible or in company with other shipping. If you have employed a private security team [armed or not armed] they should be now be assisting the captain, briefing and drilling the crew and providing extra lookouts. Having the crew fully briefed will help reassure them so they can get on with their work and in the event of an attack help give them confidence in the drills and procedures in place.

However, for the moment let's assume you do not have a security team on board and you are defending the vessel alone. In the event of an attack, often the modus operandi of the pirates is to open fire on the vessel to try and intimidate the captain into stopping the ship and be boarded. This is a very stressful and relatively dangerous time for the crew, as the pirates invariably aim for the large bridge area for maximum shock effect, without regard to injury or damage. The AK47 assault rifles and rocket propelled grenades they use are usually old and not very accurate, but accurate enough to hit a bridge wing or wheelhouse superstructure. This is further complicated if your company policy/ship security plan calls for the bridge team to remain on the bridge and aggressively manoeuvre the ship to try and avoid being boarded or operate other defensive measures such as fire hoses etc. Just as in any other dangerous work situation you would provide safety equipment, my advice is to provide the bridge crew with some body armour and helmets. This will not only help protect them if a bullet or RPG enters the bridge area, but will also give them the confidence to continue manoeuvring and resisting the attack, which might just be the difference in being boarded. Some recent attacks have seen crew members injured by flying glass and shrapnel during this phase of an attack, which could have been avoided by the wearing of protective equipment. This is also a good time to mention having a good first aid kit on the bridge to deal with any injuries. It is no good just grabbing the first aid kit from the mess room that might have a triangular bandage, two band aids and a bottle of painkillers, you need large absorbent pad style bandages that will help with coagulation and stop bleeding if anyone is unfortunate enough to be injured. As with all modern workplaces, IMO requires your crew to have basic first aid training and access to further trained staff on board. However, in the situation we are discussing your crew might find themselves dealing with gunshot and serious trauma injuries, so good preparation, kit and training are essential for preserving life in these kinds of circumstances. It would be a great pity to successfully defend your vessel but lose a crew member to blood loss or other treatable injury. This does offer another reason for having a security team on board as any reputable company will provide personnel with extensive first aid training and first hand experience.

If all your preparations have failed and boarding looks imminent or has happened, then it is time to consider your last stand. If the ship is boarded then the crew needs to have gone into lock down and secured themselves in the prepared citadel or hard room. A few words on citadels as this is very much flavour of the month in terms of anti-piracy measures, as it appears to have a statistically high success rate. However, as with all statistics they need to be seen in

context and with all risk factors considered. For instance, having been boarded and got safely to the citadel, there have been examples of pirate trying any means to get at the crew, including setting fires and using RPG rockets to try and blow doors open. All seafarers know the serious danger of a fire on board a ship and if the fire suppression systems cannot cope [and I hope I am proven wrong] then we could one day be facing a humanitarian or ecological disaster. So, my advice on citadels is that they should be the last measure in your security plan and not the first and should certainly not be totally relied on as a standalone measure. The citing and fitting out of a citadel is also very important if it is to be successful in saving your vessel and crew. Some ships designate an entirely inappropriate space as a citadel and fail to fit it out with the basic provisions needed, such as water etc. One attack last year saw the crew successfully retreat to the citadel but also saw them have to come out and surrender to the pirates after a lengthy confinement. This was partly because provisions were running low, conditions were getting bad below deck and because of their location naval ships could not reach them in time.

If following any attack you are lucky enough or more precisely prepared enough to survive an attack, then any evidence that can be gathered such as locations, descriptions of mother ships, tactics used or photographs etc. should be collated and passed back to UKMTO for dissemination to other vessels. By passing on and updating intelligence you might save another vessel or perhaps more importantly the information might just save you or a sister ship if the practice of sharing information becomes standard.

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Of course any article on avoiding piracy cannot avoid mentioning the use of armed security teams. In simple terms it is still the only defence with a 100% success record for repelling attacks. I will not go into the arguments for and against as they are ethical, corporate, financial and well documented elsewhere. However, I will remind you of the approximately 700 seafarers currently held by pirates. Each of those seafarers would have preferred the security offered by the use of a properly trained security team as opposed to the six months they will be held in captivity in appalling conditions. The pirates have become more violent in recent times to put pressure on ship owners to pay ransom demands. Their treatment of captured seafarers has included beatings, torture, mock and actual executions to further their own ends. They have also resorted to psychological measures, such as telephoning families of those captured to put pressure on the parent company. Despite it being my core business, I do guard against employing just anyone for such an important role. The reason for this is the wildly different standards of armed guards available to the unwary end user. At one end of the scale you can employ an African tribesman at \$10 a day, but experience shows that at the first sign of trouble he will throw his weapon overboard and don a set of crew overalls. In the middle of the range there are a lot of operators, some of whom base their employment and selection criteria on cost, never a good thing when looking at trusting someone with a weapon. How then as an end user do you find a reputable company that satisfies your needs but can also demonstrate ethical standards? Well this year has seen the emergence of an organisation called the Security Association for the Maritime Industry [SAMI]. This organisation aims to promote high standards and an ethical approach to maritime security, giving clients confidence in the company it is employing to guard its vessels. The purpose of this article is not just to promote SAMI but since it has set high standards for its membership it would be wrong not to bring this to your attention as a beacon to those seeking excellence and assurances. There are other ways of carrying out due diligence on prospective security companies, including asking to see their rules of engagement, asking if they are they signatories to the Swiss government ICOC document and viewing their insurance policies. But before employing a private security company you do need to have some understanding of the quality of personnel going onto your vessel before you and your crew can enjoy peace of mind and of course security. So whether you choose armed guards or non armed personnel as riders to train your crew, make sure they meet the high standards set by SAMI. So, to do nothing is to invite disaster and the possibility of losing a ship. Costs escalate when a ship is taken and as well as the human cost there are numerous other costs associated with recovering your vessel that extend well above and beyond any ransom figure paid. For example, if your vessel is held for six months without care or maintenance then the cost of re commissioning the vessel for sea also has to be factored in, along with loss of cargo. Of course you will have all manner of insurances in place but negotiating liability between them can be a time consuming business involving expensive lawyers. The most cost effective and best option



for all concerned [except the pirates of course] is to avoid losing a ship in the first place! So, whatever means you decide on to protect your vessels and crew, please do not just do nothing and hope for the best. Carrying a lucky rabbit's foot, crossing your fingers, hanging a horse shoe on the bridge and even fervent prayers have all proved woefully inadequate in deterring pirates! **Source : Brian Short – Marinesec**



The c/s **Chamarel** (ex c/s **Vecors**, built 1975) celebrates 10 years on station in Cape Town to respond to damage to the various submarine telecommunication cables from Las Palmas to Mauritius

**Photo : Jean Pierre Arabonis ©**

## PNG needs new marine laws

PNG's pristine marine environment needs to be protected from the increased use of our waters by international shipping. An international consultant Steve Raaymakers said shipping traffic has increased 470 percent globally from 1970 to 2006 and PNG needs new laws to help protect the marine environment. Mr Raaymakers, consultant to the National Maritime Safety Authority (NMSA) said this in a presentation at the PNG Mining and Petroleum Environment Seminar on Tuesday, adding that the figure was expected to triple in the next 20 years with more trade and globalisation of the economy. PNG has two major transit shipping lanes. One goes through the Milne Bay Province and the other passes through the east of the New Ireland Province. Mr Raaymakers said ships carrying coal and other bulk products use these transit shipping lanes to go to and from Australia to Asian countries like Japan and China. He said the ships pose a risk to PNG. They don't call into PNG ports, so there are no benefits to PNG, but they pass through PNG waters from Australia to Asia. "Unfortunately, accidents do happen. In 2006 a Chinese boat carrier, carrying raw sugar from Australia to Japan, hit Long Reef in Milne Bay province and spilled about 100 tonnes of heavy fuel oil and about 1000 tonnes of raw sugar," Mr Raaymakers told the environment seminar. He said shipping is increasing but new industries are also emerging, such as offshore oil and gas explorations and seabed mining. All these increase the risk for PNG. Mr Raaymakers said shipping traffic in Chinese ports has gone up 30 per cent per year to 2002. There was a dip during the global financial crisis but it is now surging again. "Eighty per cent of the new ships that are being built in the world are being built just at the north of PNG in South Korea, Japan and China," he said. Mr Raaymakers said PNG needed new bills that would help to protect PNG's marine environment from accidents caused by international transiting ships. "PNG is at the epicentre of marine biodiversity and the broader region around here has about 30 per cent of the world's coral reefs and 50 per cent of the world's mangroves," Mr Raaymakers said. He said this was not only in PNG, but also included the surrounding region. "PNG's reefs are amongst the world's diverse, richest, productive and untouched in the world," he said describing PNG to be the global 'Garden of Eden' of marine life. **Source : postcourier**



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The **Maersk Rapiet** seen outward bound from Finnart passing Gourock - **Photo : Robert Duncan ©**

## Bodewes built "GRANADERO" in Buenos Aires: saveable? Any information?



The "Sociedad Marinera del Rio de la Plata", a group of Argentine shiplovers, has located the vessel pictured above in the Darsena F of the port of Buenos Aires. The vessel has been in this position for many years and risks being scrapped as the port is finally implementing a policy of eliminating inactive vessels. The Sociedad Marinera del Rio de la Plata has determined that the vessel was built at the G&H Bodewes yard in Maartenshoek in 1913 as a threemaster. It



seems the first (or one of the first names) was "**META IPLAND**" and that is was renamed "**GRANADERO**" when it was bought by the meatpacking company Armour de la Plata. It has a length of 44,5 m, width 8,5 m and depth 3 m.

The intention is to secure funds to refloat the vessel, bring it to the river port of San Isidro, where authorities have shown interest to offer a berth, and then reconvert it to the original condition with volunteers and un-employed youngsters, giving them training and possibly a future in the naval industry which exists in the area. Once the vessel is repaired it will be used as a center to promote maritime activities. If any readers of the newsletter have more details, possibly old photographs or even drawings of this vessel, the group would be very grateful to receive such information. People with information about the vessel or who wish to get more pictures of the **GRANADERO** in its current state can send a mail to Niek Boot, [nrboot@gmail.com](mailto:nrboot@gmail.com) who can also put you in contact with the initiators of this project.



Above seen the **Sydney** making her first visit into the Port Chalmers container terminal 20/7/11.

Photo : Ross Walker ©

## First mate's mobile, laptop use results in 'maritime manslaughter' charge

A TUGBOAT first mate faces a possible two-year jail term after a barge he was towing crashed into a stalled tourist boat in the Delaware River after being charged with misconduct causing death under the "maritime manslaughter" law, reports the American Shipper. But a report issued by the National Transportation Safety Board said the mate Matthew Devlin was on his mobile phone and laptop trying to deal with a serious family medical emergency.

The US Attorney in Philadelphia and Coast Guard Investigative Service have been examining the events of the collision, which resulted in the deaths of two tourists and 26 others suffering minor injuries. Said the US Justice Department: "For an extended period of time before the collision, [Devlin] was distracted by his use of a cell phone and a laptop to attend to personal matters; elected to pilot the Caribbean Sea from its lower wheelhouse, where he had significantly reduced visibility in comparison to the perspective from the upper wheelhouse and did not maintain a proper lookout or comply with rules of seamanship."

The report said the amphibious boat the tourists were on was struck by the barge being towed by the Caribbean Sea. The tour boat had stalled in the river when it was hit by the trailing barge. "Those who operate transport vessels on our waterways have a clear duty to ensure that proper sight lines are maintained at all times, and to obey all other rules of seamanship, so that the risks to others on the water are minimised," said US Attorney Zane David Memeger.

"When that duty is breached and causes death, the Seaman's Manslaughter Statute allows the federal government to seek criminal sanctions against the vessel operator," he said. Mr Memeger said Mr Devlin has agreed to plead guilty to the charge and to the permanent revocation of his Coast Guard licence as a mate. In the plea agreement, the parties agree to the calculation of US sentencing guidelines, which suggest but do not mandate the final sentence, and which in this case likely propose a sentence of imprisonment of 37-46 months. The report added that the accused reserves



the right to argue for a lower sentence on the basis of mitigating circumstances, and is presumed innocent unless and until proven guilty. **Source : Schednet**



The outbound **MSC DANIELA** meets the inbound **GRANDE PORTOGALLO** seen at the Westerscheldt River  
**Photo : Henk de Winde ©**

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The 2003 built TSHD **Volvox Olympia** at the repair quay in Durban harbor - **Photo : Ian Cameron ©**

## **Sea Shepherd vessel blocked by Maltese tuna fishing firm**

**Sea Shepherd Conservation Society's (SSCS)** flagship has been detained in Scotland following a legal suit filed by a Maltese bluefin tuna farming company. Just as the 59-m Steve Irwin was about to depart the Shetland Islands to embark on Operation Ferocious Isles, a campaign targeting the slaughter of pilot whales in the Faroe Islands, two court officials served it with a detention notice. Maltese company Fish & Fish filed a civil suit in the British High Court claiming that the NGO had damaged its property.

Sea Shepherd and the Maltese aquaculture industry were involved in a quarrel last year over bluefin tuna fishing off the Libyan coast. During an incident that took place in June of last year, two Maltese divers working onboard a vessel towing a tuna pen were injured in a clash with the NGO's vessel when it rammed into the pen. Environmental activists freed hundreds of bluefin tuna after insisting that they had been caught illegally, although the fishing crew denied the allegation.

Malta's Rural Affairs Ministry then defended the company and assured that all the paperwork was in order. Fish & Fish estimated its losses through the cost of losing 600 fish weighing some 35 tonnes plus the damage caused at over EUR 1 million, The Times of Malta reports.



Photo : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©

Sea Shepherd has reacted to its flagship's detainment in the port of Lerwick in the Shetland Islands by saying it is not worried about the suit, as its actions against illegal fishing operations are only conducted after the NGO obtains sufficient evidence to back its case. It says it possesses such evidence against Fish & Fish. "However, let's not forget that lawsuits can be filed for many reasons," a SSCS spokesperson said.

"This may have happened for financial redress, or simply because Sea Shepherd has had serious success exposing the illegalities of operations profiting from the destruction of bluefin tuna and they want to interfere with their activities. Either way, Sea Shepherd is confident their defence against this suit is strong," he added.

Sea Shepherd is dealing with the nuisance by launching its scheduled anti-whaling operation on time with another of its vessels: the Brigitte Bardot. The NGO will have to post a bond before the Steve Irwin is released. "In any campaign, Sea Shepherd must remain flexible and ready to deal with the unexpected. This legal assault by the tuna fishing industry will delay them but will certainly not deter or stop them from defending the whales this summer," the spokesperson remarked. **Source : Fis.com**

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## LETTER RECEIVED FROM A READER

We need your help to free our flagship the **Steve Irwin**. Our vessel has been detained by the United Kingdom courts because of a civil lawsuit brought against Sea Shepherd by a Maltese company: Fish and Fish Limited (F & F).

Back in June 2010, the **Steve Irwin** rescued endangered bluefin tuna from F & F nets. They are claiming damages. We believe these fish were caught illegally - after the season closed, without an inspector on board, and without any legal paperwork for their catch. This lawsuit gives us the opportunity to expose what we allege are illegal activities by F & F and we will aggressively defend the case on this basis. But, unless we immediately post a bond for USD\$1,411,692.87, the **Steve Irwin** will be held or possibly sold. As you may know, the Steve Irwin must sail immediately to protect endangered pilot whales in the Faeroe Islands. Then we sail onto the Southern Ocean Whale Sanctuary to stop the murderous Japanese whaling fleet.

I urge you to help Save Our Ship today! We need to raise USD\$1,411,692.87 by next week! Gifts are coming in, but there's a long way to go. Your gift is essential to save endangered whales. You've already helped save thousands of whales and untold numbers of other marine creatures. But unless we get our ship back, a lot of whales will die tragic and needless deaths. Please help free the Steve Irwin so we can return to sea, doing what we do best - defending life in our oceans.

I urge you to send the largest gift you can today - your gift is incredibly important and will make a difference. Never has the need for your help and support been greater. Thank-you!

For Our Oceans and for the Steve Irwin

**Zondag 24 juli zal om 10.00 uur de as van de op 14 december 2011 overleden Joop Buurman, kapitein bij N.V. Bureau Wijsmuller, vanaf de Simson op de Noordzee worden uitgestrooid. Met de medewerking van Svitser is het mogelijk geworden de laatste wens van Joop Buurman te vervullen**



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## NAVY NEWS

### India to get new frigate fitted with BrahMos

India will get a new frigate equipped with the BrahMos supersonic cruise missiles from Russia within six to eight months. "During his visit to Russia, Navy Chief Admiral Nirmal Verma reviewed the progress of the Talwar Class follow-on warships, under construction at the Yantar shipyard there and was reassured that the first ship 'Teg' would commence trials shortly and be delivered in six to eight months," the Navy said in a release here. The Navy chief

returned on July 18 from Russia after a six-day visit during which he took stock of all the major Indian navy projects undergoing there. The new frigates namely '**Teg**', '**Teer**' and '**Trikand**' are follow ons of the three Talwar Class warships built for India by Russia and inducted into service around the early part of the decade. In the new ships, the Russian-origin Klub missiles would be replaced by the indigenous BrahMos missiles. **Source : IndianExpress**

## **Iranian Navy Planning Atlantic Deployments**

The Iranian navy plans on deploying warships to the Atlantic Ocean as part of a program to ply international waters, Rear Adm. Habibollah Sayari said in statements published July 19. But the commander of the navy, quoted by Kayhan newspaper, said he was waiting for "final approval" before launching the operation. "In case of final approval, a fleet of the navy will be sent to the Atlantic [Ocean]," Sayari was quoted as saying without giving details about the fleet or where in the Atlantic Ocean it would be deployed.

"The presence [of ships and submarines] in the Mediterranean Sea, the Suez Canal and the Indian Ocean and international waters is still on the agenda of the navy," Sayari said. According to Sayari, navy ships assigned to long-distance missions will be equipped with Noor cruise missiles. "Ships going on missions are equipped with surface-to-surface Noor missiles," which have a range of 125 miles (200 kilometers), Sayari said. Iran in February moved two warships into the Mediterranean Sea, crossing the Red Sea and the Suez Canal, triggering anger in Israel, which branded the move "political provocation" and put its navy on alert. The ships docked in Syria on Feb. 24, marking Iran's first such mission since the 1979 Islamic revolution. Analysts said Iran was trying to project its clout in the region at a time when anti-government protests sweeping the Arab world are shifting the regional balance of power.

In recent years Iranian warships have also guided Iranian ships and those of other nations as they made their way across the pirate-infested Gulf of Aden. Kilo-class Iranian submarines escorted warships to the Red Sea "to collect data" in June, in their first mission in distant waters. Iranian maritime forces are composed mainly of small units equipped with missiles and are operating under the control of the Revolutionary Guards in the Gulf. The ocean-going fleet is also small and under the command of the Iranian navy, which comprises a half-dozen small frigates and destroyers from 1,500 to 2,000 tons, and three submarines of 3,000 ton Kilo class, purchased from Russia in the 1990s. **Source : defenseneews**

## **SHIPYARD NEWS**



The **SOUTHERN EXPLORER** seen in Gdynia (Poland) in an «untouched situation » for a long time

**Photo : Clemens Smits ©**



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Above seen Universal Marine's (Netherlands) 13,640 Dwt Container "SURINAM RIVER" on her 1st. Special Survey at Cernaual Shipyard in the port of Algeciras. - Photo : Enrique Pérez - Cernaual Shipyard ©

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## ABIS BRESKENS ARRIVED IN HARLINGEN



20 July the tug **TAUCHER-O-WULF 5** owned by Otto Wulf GmbH from Cuxhaven / Rostock arrived with the 89.9 mtr and 3900 DWT newbuilding **ABIS BRESKENS** from Stettin bound for ABIS SHIPPING BV in Harlingen.

Photo top : Sake van der Sluis ©



The hull of the **ABIS BRESKENS** was moored alongside the **ABIS CALAIS** as can be seen above

Photo top : W.vd Witte - [www.janvandewitte.nl](http://www.janvandewitte.nl) ©



## CMA CGM hikes rates US\$250/TEU, adds various surcharges from August 1

MARSEILLES-based CMA CGM recently announced it will increase rates US\$250 per TEU on Asia-Mediterranean services from August 1 for cargo from Japan, Korea, Taiwan, China, Hong Kong and southeast Asia to the Mediterranean including Adriatic, Black Sea, north Africa, east and west Med ports.

The French carrier will also impose various surcharges at the same time. For Asia-North Europe trades, a peak season surcharge of \$250 per TEU will be levied on cargo from Japan, southeast Asia, Sri Lanka and Bangladesh to north Europe including from Portugal to Russia into the Baltic.

A peak season surcharge of \$25 per TEU will be implemented from August 1 for cargo from Asia to Adriatic, Black Sea, north Africa and to the east and west Mediterranean. CMA CGM has also decided to levy an overweight surcharge (OWS) for cargo from Asia to Black Sea, east and west Mediterranean from August 1: \$200 per TEU over 20 tons gross weight and \$275 per TEU over 26 tons gross weight. For Asia to Adriatic and west Mediterranean services, the OWS is \$50 per TEU over 20 tons gross weight. **Source : Schednet**



The **OPDR LISBOA** seen enroute Rotterdam – **Photo : Mark de Bruin ©**

## New container terminal planned at Port of Lomé

[www.ports.co.za](http://www.ports.co.za) reports that the Board of Directors of the African Development Bank (AfDB) say they have approved a €60 million loan for the construction of a new container terminal at the port of Lomé in Togo, West Africa.

The project involves the construction, development and operation of a new transshipment container handling terminal. It will be executed under a 35-year concession agreement and will have an annual handling capacity of 1.5 million 20-foot container units.

A Togolese company, Lomé Container Terminal S.A, will execute the project. The report noted that Lomé in the Gulf of Guinea is one of the few deep water ports in Western and Central Africa. It serves as a transshipment hub on the West African coast because of its ideal location. It also serves as a gateway to landlocked Mali, Niger and Burkina Faso, as well as the northern parts of Nigeria.

The port's existing capacity is estimated at 221,000 container units. This has to be expanded to meet growing Togolese needs and regional demand from Burkina Faso, Niger and Mali, while Nigeria's cross-border trade that is also projected to increase would also benefit from the facility. **Source : Dredging News Online**

## New Mangalore Port cargo handling registers 4.81% growth in first quarter

In spite of a steep shortfall in the handling of iron ore fines, the New Mangalore Port Trust (NMPT) registered a growth of 4.81 per cent in overall cargo handling in the first three months of 2011-12. Speaking to Business Line here, Mr P. Tamilvanan, Chairman of NMPT, attributed this to growth in handling of coal, LPG, crude oil and container cargoes among others. The total cargo handling at the port in the first quarter of the current financial year stood at 8.53 million tonnes (mt) as against 8.13 mt in the corresponding period of the previous fiscal. The export of iron ore fines cargo from the port came down to 49,000 tonnes during the April-June 2011 period. The port handled around 7.20 lakh tonnes (lt) of iron ore fines in April-June 2010. The handling of iron ore pellets by KIOCL Ltd stood at 4.04 lt during the first quarter of 2011-12 as against 4.31 lt in the corresponding quarter of the previous year.

### LPG

Mr Tamilvanan said that the port handled 5.12 lt of LPG cargo during the first three months of the fiscal as against 4.24 lt in the corresponding period of the previous fiscal. During the first quarter, the import of crude oil for Mangalore Refinery and Petrochemicals Ltd (MRPL) stood at 3.41 mt (2.87 mt), and the export of POL (petroleum, oil and lubricant) products stood at 1.70 mt (1.32 mt).

### Edible oil

He said that import of edible oil through the port increased to 1.47 lt (1.16 lt). Of this, the import of crude palm oil touched 1.23 lt in the first three months of 2011-12 as against 94,000 tonnes in the corresponding period of the previous fiscal. Stating that coal import through the port has already crossed the one-million mark during the first three months of the fiscal, he said the port handled 1.25 mt of coal (8.61 lt) during the period. The port handled 13,142 TEUs (20-foot-equivalent units) of containers during Q1 of 2011-12 as against 11,283 TEUs in the corresponding period last year, recording a growth of 16.48 per cent. Mr Tamilvanan said that general cargoes such as granite and timber have also witnessed growth during the period. The export of granite from the port increased to 76,228 tonnes (1,440 tonnes), and import of wooden logs increased to 54,484 tonnes (32,966 tonnes) during the first three months of the fiscal, he added. **Source: The Hindu Business Line**

## Dublin Port seeking to outsource port of Dundalk



State-owned company Dublin Port is seeking expressions of interest from parties willing to take over the running of the port of Dundalk. This follows the amalgamation of Dundalk Port Company and Dublin Port Company this month after Minister for Transport Leo Varadkar decided the financial difficulties facing the Co Louth port operator meant it no longer had a future as an independent company. Dublin Port is now seeking to outsource the running of the smaller port. The successful party will be responsible for stevedoring, warehousing, the upkeep of the port estate and security.

Source : [Irishtimes](#)



The **COASTAL VANGUARD** seen enroute Hardinxveld – Photo : [Anton de Krieger](#) ©

## MarFlex to supply deepwell pumping systems for 33 new Russian tankers

Following the orders for previous series of RST design tankers, all build in Russia and Turkey, Marflex, the marine industry's leading designer and producer of electric driven deepwell pumping systems, has been awarded the contracts to supply the cargo pump systems for a series of 31 RST-27 design tankers being built for Volga Shipping Co., Russia's oldest shipping company. Fifteen of the ships are to be constructed at the Okskaya yard in Navashino for ship owner Volga Flot Tanker, and the other sixteen at the Krasnoe Sormovo yard in Nizhny Novgorod, five for Bash Volga Tanker and five for Volgotrans. All these three ship owners are part of Volga Shipping Co. The scope of the supply includes 6 electric driven deepwell pumps and portable pumps. Furthermore two tankers, RST-25 design, will be build at Zelenodolsk shipyard. The scope of supply for the RST-25 desing includes 6 deepwell pumps, portable pumps and VSD systems. Delivery of the systems will commence in Q4 2011, to be completed Q3 2013. The RST design tanker type has a length of 140 m, a 4.2 m draught, and a deadweight of 6979 tons. It can carry crude oil and petroleum products, including gasoline, without restrictions for flash-point, and is allowed to transport two types of cargo simultaneously. When launched, all 25 additional tankers will operate on Russia's inland waterways and on the Black and Mediterranean Sea. Source : [MarFlex](#)

## Maersk to Launch Ecuador-Black Sea Service

Maersk Line will start a new service between Ecuador and the Eastern Mediterranean and the Black Sea in September that will call at Novorossiysk. Maersk Line expects the growth of trade with Russia and the Black Sea to contribute 5 percent to 8 percent in average annual market growth on Asia-Europe trade over the next five years, according to its chief operating officer, Morten Englestoft. Maersk will deploy eight vessels on the service, which will likely call at Guayaquil, Balboa, Manzanillo, Algeciras, Izmit, Ambarli, Novorossiysk and Ilyichevsk. The port rotation has yet to be decided, and, like the Ecubex service between Guayaquil and the Baltic, could take in other gateways in Central America and the Caribbean, such as Puerto Limon and Puerto Moin in Costa Rica. Up to now Maersk has served the Black Sea via transshipment only, so the new loop will provide a direct weekly service for Ecuador's reefer cargo

exporters. Currently, Maersk Line has a feeder service to Novorossiysk, Russia's largest Black Sea port, which also calls at Port Said and Ashdod. In Novorossiysk, the service calls at the NUTEP terminal. **Source: Journal of Commerce**



Above seen the 1983 built, Mongolia flag SD-14 "**Shipinco I**", westbound off Singapore.

Photo : Max Mueller - [www.maxmueller.wordpress.com](http://www.maxmueller.wordpress.com) ©

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## MSC to Anchor New Togolese Port Terminal

Mediterranean Shipping Co. will be the anchor customer of a new terminal at the Port of Lome, Togo, with annual capacity of 1.5 million 20-foot equivalent units, according to a published report. MSC will bring most of its West African cargo through the planned \$84.9 million terminal, located at one of the few deep-water ports in Western and Central Africa, according to Dredging Today. The port, which has annual capacity of about 221,000 TEUs, serves as an entry point for landlocked Mali, Niger and Burkina Faso, along with northern Nigeria. The terminal has the potential to spur the West African shipping market to be more efficient and encourage other ports to improve their operations to



stay competitive, the report said. The African Development Bank's board of directors recently approved the \$84.9 million loan needed to build the terminal. **Source : The Journal of Commerce Online**



2 more weeks to go for the tug's **LONDON** & **SINGAPORE** of Svitzer ocean towage with the **FPSO ESPADARTE** to reach Singapore. **Photo : Bryan van der Heijden**

## **DP World expands into Suriname, South America**

Global Marine terminal operator DP World Limited ('DP World') announced yesterday that it has expanded its portfolio to Suriname on the northeast coast of South America, acquiring a controlling interest in both Integra Port Services ('IPS'), the Company holding a concession for a container and break-bulk terminal within Nieuwe Haven Port, Paramaribo; and in Suriname Port Services ('SPS'), the Company that owns a private break-bulk facility upstream from Paramaribo.

Nieuwe Haven terminal handles origin and destination cargo for Suriname. The terminal currently has a container throughput capacity in excess of 100,000 TEU per year, with the potential to double its capacity to meet demand as growth in the local economy, together with improved road links into French Guiana and off-shore oil exploration are set to increase trade volumes in the future.

In April 2010, IPS was awarded a 15 year concession, with an option to extend for a further 15 years, to manage and operate its terminal within Nieuwe Haven. IPS is the largest terminal operator at the port. Suriname Port Services is a freehold break-bulk facility about 20 miles upstream from Paramaribo specializing in the handling of mining and logging equipment, off-shore supply and cement. DP World will have a management services agreement for both terminals. The transaction is expected to close in the third quarter of 2011. The price was not disclosed.

DP World CEO, Mohammed Sharaf, commented: "We are very pleased to be adding ports in Suriname to our global portfolio underpinning our strategy of expansion into the faster growing markets of South America. We very much look forward to working alongside our new partners at both IPS and SPS to further grow the operations and to serve our customers in the region." Matthew Leech, Senior Vice President and Managing Director of Americas, added: "These terminals are well placed to handle all cargo into Suriname today but importantly they have the potential to expand in line with future demand as trade continues to grow, underpinned by Suriname's diversified natural resources sector, including oil, gold, bauxite, agriculture, and forestry. Operating the ports in Suriname will provide our customers with quality services in and around the southern Caribbean region."

Capt. Remi Vyzelman, Founder and CEO of IPS and SPS, said: "We are delighted to welcome DP World to Suriname and we are looking forward to working with them as our partners in our terminals. DP World shares Integra's deep appreciation of the key role that port facilities play in facilitating international trade and economic development; we

have a common business philosophy about the operation of public port infrastructure which will help ensure the ongoing success of these terminals and allow them to continue to act as catalysts for economic development for the benefit of the Port and the country." **Source: DP World**



The **FINNLADY** seen departing from Gdynia – **Photo : Clemens Smits ©**

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## **Azerbaijan exported 20.007 million tons of oil for Jan-Ju**

For Jan-Jun 2011 the share of crude oil in country's overall export made up 85.74% against 86.53% in 2010 and 81.57% in 2009. The State Customs Committee (SCC) informs that over the past 6 months the country's oil export reached 20.007 million tons of oil (data of controlling and measuring appliances) and cargo custom declarations recorded only 14.1 million tons for \$11.659 bn, i.e. 70.5% of overall export. This June export reached 3.29 bn tons and export 2.4 bn tons for \$2.1 bn. As a result, export price of Azeri oil, according to customs statistics, made up \$795.96 per ton for the reported term, including \$873.02 per ton in June.

For Jan-Jun 2011 it was carried 16.308 million tons via Baku-Tbilisi-Ceyhan (BTC) named after Heydar Aliyev, 2.049 million tons via Baku-Supsa pipeline, 1.087 million tons via Baku-Novorossiysk pipeline and 561,311 tons by rail via Baku-Batumi route. In 2010 the country exported 31.86 million tons of crude oil for \$18.45 million versus 27.829 million tons for \$11.989 million in 2009. By 1 January 2011 the pipelines pumped (data of controlling and measuring appliances) 4.414 million tons of oil (including 3.066 million tons in December) against 41.29 million tons in 2009 and carried 1.24 million tons (70,626 tons) by rail against 1.399 million tons.

It was pumped 2.247 million tons out of the total transportation via Baku-Novorossiysk oil pipeline in 2010 (against 2.48 million tons in 2009), 35.18 million tons (34.57 million tons) via BTC, 3.985 million tons (4.235 million tons) via Baku-Supsa oil pipeline. In 2008 average export price of Azeri oil was \$565.67 per ton (including \$373.89/ton in



December), in 2009 - \$430.83/ton (\$547.66/ton), and in 2010 - \$579.19/ton (\$630.18/ton). In 2011 average export price is still \$683.65/ton. This year's overall export from Azerbaijan totals \$13.09 bn. **Source: ABC.Az**



Above seen the **Chaitali Prem** arriving in the river Humber, making her head tug, the Englishman fast.

**Photo : Pete Elsom - Ship Support Limited. ©**

## POSITIVE OUTLOOK AS ABERDEEN HARBOUR WELCOMES RECORD TRAFFIC FIGURES

Aberdeen Harbour attracted increased traffic across the first half of 2011, with both vessel numbers and tonnage on the up. Vessel numbers rose by seven percent on the same period last year to 3,746 while shipping tonnage increased from 11.6 million tonnes to 12.2 million tonnes. Total cargo tonnage also increased over the same period by 4.7 percent from 2.2 to 2.3 million tonnes. The port also recorded 590,563 tonnes of shipping activity during the second week of July; the highest weekly tonnage ever to be handled.

The increased levels of activity fully justify the ongoing investment in state-of-the-art facilities at the port, which are complemented by the high standard of service users have come to expect from Aberdeen Harbour, widely considered to be the centre of activity for the energy industry's marine operations in North-west Europe.

Continued growth in the oil and gas sector is reflected in the increased number of support vessels that used the port over the first six months of the year; up eight percent to 2,580. This demonstrates the significant role the energy industry continues to play in generating activity for both Aberdeen Harbour and the region as a whole.

The Northlink ferry services continue to prove a vital link for those travelling between the mainland and the Northern Isles, with around 68,000 passengers passing through the port. Commercial cargo, both in and outbound also rose, with notable increases in raw materials such as road salt, timber logs and scrap.

Chief executive of Aberdeen Harbour Board, Colin Parker, said: "A key part of our ongoing development strategy is the Board's investment in facilities to improve the harbour in order to ensure we continue to provide fit-for-purpose facilities for our existing customers and new business streams alike. "We are reaping the benefits of this investment with increases across the board; from oil and gas support to general cargo. The ferry service to the Northern Isles continues to prove an important service offering while the harbour has again this year resumed links with the tourism sector, welcoming a number of cruise calls to the port, with vessels of varying sizes using our facilities.

"We expect to see a continued growth in activity levels and are forecasting increases across all sectors. The post-exploratory work being undertaken in the North Sea off West Shetland, in addition to the ongoing developments in West Africa and the Barents Sea mean that Aberdeen Harbour is as important to the local economy as ever. "With all sectors contributing to an excellent, all-round performance the increases in activity are an encouraging sign for the next six months and beyond."

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



In Limassol (Cyprus) the **JP Bussell** was loaded 19.07.11 on HLV M/V **Eagle** routing for SE Asia  
Photo : **Sjaak Stigter** ©