



**Number 214 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Tuesday 02-08-2011**

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<b>SHORECRANES UP TO 208 M / TONS</b>		
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**A photo from recent lightering operation at Kattegat, the bulkcarrier NAVIOS SAGITTARIUS was refloated on 28 July and now awaiting repair in order to continue voyage. For the occasion grab fitted floating crane 'SANNE A' of J.A. Rederiet, Denmark, was doing the lightering and transferring the cargo to the MPP SHIELD, the appointed salvor was Tsavlis**  
**Photo: Private**

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## EVENTS, INCIDENTS & OPERATIONS

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Zodiac's **MAERSK EDISON** seen in the port of Hamburg – Photo : Hans Schaefer ©

## Interactive website to retell Komagata Maru incident SFU Library project brings together numerous documents

It's one of those historic, local events people are still talking about almost a hundred years later. The **Komagata Maru**, a ship whose 356 immigrant passengers from the Punjab arrived in Vancouver in 1914 only to be denied entry. Exclusion laws sent the immigrants back to India where many were shot or imprisoned. The Simon Fraser University Library is overseeing the creation of a digital interactive website that retells the tragic story. Brian Owen at the library

says they're digitizing some of the books written about the incident. "We're also taking the footnotes and where they reference a government report or another document or book, hoping to digitize as many of those as possible."

He believes it's a useful way to take a traditional print publication and really expand it in an online context. Owen says they're also looking to incorporate plays, poems, photos, newspaper clippings, novels and interviews into their new website. "We really hope to put something out there that's going to be viewed as a complete, objective and authoritative source on a topic like this." He says the \$500,000 project brings together documents from archives in Ottawa, Victoria and Vancouver. Owen hopes to have a preliminary version of the Komagata Maru website up by the end of the year. **Source : news1130.com**



Apparently the old **SEAFRANCE RENOIR** and **SEAFRANCE CEZANNE** laid up in Dunkirk, France the past 2 and 3 years respectively have been sold for "further service" on a Non-European waters service. The owner is the Panama Kimiya shipping but nobody can be sure if the ships will really sail again or just will be beached somewhere in India or Turkey for scrapping. The **RENOIR** has been apparently renamed **EASTERN LIGHT**, while the **CEZANNE** will become the **WESTERN LIGHT**. Pictures shown are taken Friday July 29th

**Photo's : [philippe.p.brebant@sfr.fr](mailto:philippe.p.brebant@sfr.fr) ©**





## Product tanker market outlook positive says ship owner

In its outlook on the product tanker market, provided during the release of its first half results this week, Italian tanker owner d'Amico Shipping International said that "while the beginning of the first half has been characterized by the continuing product dislocation, the high cost of Oil and its products arbitrage and refinery margins are being squeezed, partially reducing trade opportunities. The United States exported more distillates than they imported gasoline within June. Latin America and the African sub-continent are still supporting imports from the United States and Europe. Any stronger and marked improvement in freight rates depends on the pick-up in demand. The IEA have reduced their forecast for the increase in oil product demand for 2011 down to 1.2 million barrels per day (a reduction of 200,000 barrels per day). Stocks are basically in line with the five year average. The supply of ships is also being effectively reduced by the prolonged high price of bunker fuels. The longer term view is positive. The oil and commodity prices could moderate growth" said the publicly-traded company.



The 179 mtr d'Amico owned **HIGH GLORY** seen in Rio Grande – Photo : Marcelo Vieira ©

According to its analysis the key drivers that should affect the product tanker freight markets are global oil demand and worldwide GDP growth and the large modern fleet delivered in recent years. In terms of supply, it noted that despite the fact that a large modern fleet has been delivered in recent years better utilization today is having a positive effect on supply. Petroleum products are travelling greater distances thus reducing the available supply of tonnage. "The large order book that has characterized recent years is clearly no longer an issue and the growth rate in new supply of product tankers within this segment is being eroded. Due to cancellations, conversions and deferrals the net forward growth is considerably reduced. Slippage, cancellations and conversions in 2009/2010 ran at 25-30% based on current projections could be closer to 40% this year. Scrapping is still a factor in supply as the phase out of single hull and older ships continues, almost 1.1 million deadweight has been permanently removed from the fleet within the 25-55,000 deadweight segments" said d'Amico. It also mentioned that the long lack of substantial investments in Port

infrastructures will keep on causing port congestions, which in turn has a negative effect on the supply of tonnage, while slow steaming coupled with extended port times (delays) has positively affected the supply of Tankers.

Demand-wise, it stated that "product dislocation is and will continue to be a factor in the Product tanker trade and help improve demand. Europe currently exports around 1.2 million barrels per day of gasoline and imports around 750,000 barrels of jet fuel / Gasoil. By 2016 they will reduce exports of Gasoline but will increase imports of jet fuel / gasoil to close to 1.3 million barrels per day. Additional Refinery capacity of 9.1 million barrels per day with refining capacity coming on-line by 2016. Close to 2 million barrels per day capacity will be removed primarily with OECD countries. Whilst the expected growth within Asia should exceed projected demand growth in the region it will allow a certain amount of excess capacity for exports. Indian projects are heavily skewed to the export market. Reliance has been exporting products to the United States, South America and the African sub-continent from its Jamnagar refinery since it opened in 2009. The additional capacity, led by Asia Pacific, Middle East, South and Central America. This increased low-cost refinery capacity within Asia should structurally favour more long haul products trade. So as tonne mile demand increases this should have a positive effect on product tanker demand" concluded the ship owner.

In terms of oil demand it highlighted IEA's (International Energy Agency) estimates that product demand is to increase from 88 million barrels per day to 95.3 million barrels per day in 2016 (averaging +1.3% or 1.2 million barrels per day per year). Demand growth is driven exclusively by non-OECD countries, while non-OECD oil demand should reach 45.3 million barrels per day in 2012 (+3.6% or +1.6 million barrels per day year-on-year) given GDP growth of 6.5%.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



The **ARTANIA** maid her maidencall at Funchal – Photo : Sergio Ferreira ©

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Zodiac's **MAERSK ENFIELD** seen enroute Antwerp – Photo : [Henk de Winde](#) ©

## Pirates Took 1,090 Sailors Hostage Last Year, Ship Flaggers Say

Pirates took 1,090 sailors hostage last year, the world's three biggest flag states that register vessel ownership said. Panama, Liberia and the Marshall Islands said in a statement today that 4,185 seafarers were attacked with firearms and rocket propelled grenades, 342 survived attacks in vessels' security rooms, and 516 were used as human shields. The three countries, used by owners from Greece, China and elsewhere to register vessel ownership, said they will sign a joint declaration next week committing to provide data on attacks for the International Maritime Bureau to collate. **Source: Bloomberg**



The **MSC POESIA** seen in Kieler Fjorde – Photo : [Martin Kramer](#) ©

## Killing Pledge

The International Sailing Federation (ISAF), has issued new guidance for Yacht Skippers considering a passage through the Gulf of Aden, its approaches and the Indian Ocean north of 12 degrees south and west of 78 degrees east. ISAF considers that sailing in these waters is highly irresponsible and strongly urges all yacht skippers intent on sailing anywhere in the area to reconsider the necessity of their plans and to seek an alternative. It is increasingly being reported that pirates are changing their attitude and as they look to apply every greater pressure to get ransoms paid they are claiming that "killing hostages has now become part of the rules". According to media reports, the pirates are stating that if a rescue is attempted they will immediately kill hostages. With the monsoon lull soon to end, it seems that the Somali picture could be taking yet another incredible, ugly turn for the worse. **Source : ShipTalk**



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The **MARINA** seen during her maiden call to Amsterdam – Photo : Joop Marechal ©

## Weekly Maritime Crime and Piracy Update, plus convoy schedule

**GULF OF GUINEA:** • Tanker (**RBD ANEMA E CORE**) was hijacked 24 July at 0140 UTC while engaged in ship-to-ship operations with another tanker in position 05:59.36N – 002:24.11E, approximately 22NM southwest of Cotonou, Benin. The pirates boarded the tanker via the other tanker. The hijacked tanker had 23 crewmembers onboard. (IMB, Open Source)

• A vehicle carrier was robbed 22 July at 0340 UTC during cargo operations in Conakry Port, Guinea. Armed robbers held a duty crewmember at gunpoint, forced him to direct them to the ship's stores, and hit him when he resisted. The robbers forced themselves into the fore-castle store, stole the ship's stores, and escaped. (IMB)

• A tanker experienced two attempted boardings, the first on 6 July at 2230 UTC while launching in position 06:15.6N – 002:23E, approximately 6NM southwest of Cotonou, Benin. Ten robbers with guns attempted to board the vessel with a hook attached to a rope. The alert crew raised the alarm. The Master used the VHF to inform the Cotonou signal station and navy. The robbers then aborted the attempt. On 7 July at 0230 UTC, the same robbers approached the vessel. The crew became alert to the situation and fired parachute flares. The robbers then aborted the attempt. (IMB)

**RED SEA:** • Cargo ship (**F BLUE**) was fired upon by one skiff with six pirates onboard 21 July at 1118 UTC while underway in position 13:29N – 042:36E, approximately 30NM northwest of Assab, Eritrea. The pirates fired and hit the vessel with one RPG round, the onboard security team fired three warning shots, and the pirates aborted the attack. (IMB, UKMTO)

**GULF OF ADEN:**

• Cargo ship (**ANDINET**) was fired upon by armed pirates in one skiff 22 July at 1029 UTC while underway in position 12:56N – 048:30E, approximately 102NM southwest of Al Mukalla, Yemen. (IMB, Operator)

**A. GULF OF ADEN:** Western waters of the GOA show light sea conditions, ranging from 1 – 3 feet. Seas increase as you continue to the east, with heights ranging from 3 – 6 feet. Expect continuous winds from the southwest of 18 – 22 knots and higher gusts increasing 20 – 25 knots with higher gusts by 29 July. These conditions may hinder piracy/small boat operations. **EXTENDED FORECAST:** Southwest winds 20 – 25 with higher gusts will continue through forecast week, increasing 25 – 30 with higher gusts by 1 August. Overall, expect western vs. eastern GOA disparity to continue with regards to sea heights, with maximum heights persisting in the eastern half. Based on sea heights for forecast week, the most conducive areas for piracy within the Gulf of Aden will be the western and central portions through 3 August.

**B. SOMALI COAST/NORTH ARABIAN SEA:** Sustained southwest winds of 25 – 30 knots with higher gusts will remain over the Somali Basin through the next 72 hours. North Arabian Sea winds range from 18 – 22 knots with higher gusts from the southwest. An increase will occur by 30 July, with speeds ranging from 24 – 28 knots, with higher gusts from the southwest. The highest sea heights (9 – 14 feet) cover a region from the central Somali coast northwest into the central Arabian Sea. Sea heights decrease somewhat (5 – 9 feet) off Oman, Pakistan, and India. **EXTENDED FORECAST:** Southwest winds 25 – 30 knots with higher gusts will continue through 3 August in the Somali Basin. Winds in the North Arabian Sea will continue from the southwest 24 – 28 knots with higher gusts through 3 August. Severe winds and sea heights will create conditions non-conducive for small boat/piracy operations through forecast period.

**C. INDIAN OCEAN:** Coastal waters off Kenya as well as waters south of the equator extending east into the Indian Ocean have increased sea heights and will remain moderate to high through 3 August, with sea heights ranging from 5 – 8 feet. Coastal waters off the Tanzania coast and south to Mozambique show calmer conditions. Ranging from 2 – 5 feet, expect the highest of the range off the Tanzanian coast, decreasing rapidly as you progress south toward the Mozambique Channel. Waters around the Maldives will prove to be most conducive for small boat/piracy operations, with sea heights ranging from 1 – 3 feet. **EXTENDED FORECAST:** Conditions within the regions listed above will continue through 3 August. Expect the most conducive areas for piracy to be Tanzania coastal waters south to the Mozambique Channel and the waters around the Maldives through 3 August.

**D. (U) SURFACE CURRENTS:** Currents within the Somalia Basin and into the Indian Ocean are variable with most areas having average speeds of less than 2 knots. Areas of increased speeds up to 5.5 knots occur from 3S to 10N along the Somali coast. Currents within the Gulf of Aden are variable with most areas having speeds of 1.5 knots or less. Portions of the GOA have increased current speeds up to 3.5 knots, to include the central portion of the GOA, waters off SW Yemen and waters off SW Oman.

### **GULF OF ADEN CONVOY SCHEDULE:**

#### **Turkish maritime task group schedule for July 2011.**

Rendezvous point "A" (Eastbound): 11:50N – 045:00E. Rendezvous point "B" (Westbound): 14:28N – 053:00E. Convoy speed is 10 knots. Eastbound transits are at 0800 UTC 17 July 2011. Westbound transits are at 0500 UTC 15 July, 1100 UTC 19 July 2011. The task group will be formed by two frigates. Merchant vessels intending to join the convoy should register to TMTG via email ( [passagecoordination@dzkk.tsk.tr](mailto:passagecoordination@dzkk.tsk.tr) This e-mail address is being protected from spambots. You need JavaScript enabled to view it for other flags or geciskoordinasyon@dzkk.tsk.tr This e-mail address is being protected from spambots. You need JavaScript enabled to view it for Turkish merchant vessels) not less than two days before the arrival to the rendezvous point. Registration form is available on the "Undersecretariat for Maritime Affairs" website ( [www.denizcilik.gov.tr](http://www.denizcilik.gov.tr) ). The Turkish Navy Operations Center can be reached at +90-312-4032222/ +90-312-4033093, Fax: +90.312-4173065, Email: [denkom.harekatmrk@dzkk.tsk.tr](mailto:denkom.harekatmrk@dzkk.tsk.tr) This e-mail address is being protected from spambots. You need JavaScript enabled to view it . The Turkish Maritime Task Group ships can be reached at primary contact email: [TDGG@dzkk.tsk.tr](mailto:TDGG@dzkk.tsk.tr) This e-mail address is being protected from spambots. You need JavaScript enabled to view it

**TCG BARBAROS:** INMARSAT: 00870764864590/00870600946197, Fax: 00870600946198;

**TCG GELIBOLU:** INMARSAT: 00870764864568/00870600946142, Fax: 00870600946143;

**TCG GEMLIK:** INMARSAT: 00870764864586/00870600946187, Fax: 00870600946188. (MSCHOA)

#### **Government of Japan convoy schedule for July/August 2011.**

The Government of Japan (GOJ) provides escort operations by Japanese Maritime Self-Defense Forces (JMSDF) for vessels in accordance with the following schedule. Due to the start of the monsoon season, the Self-Defense Force will shorten the east end of the transit corridor. Rendezvous point "A" (Eastbound): 11:50N – 045:00E. Rendezvous point "B" (Westbound): 14:28N – 053:00E. Base speed is 12 knots. Eastbound transits are at 1400 UTC on 21 July and 28 July; 1500 UTC 4 August; 1400 UTC 11 August, 15 August, 22 August, and 26 August 2011. Westbound transits are at 1400 UTC on 19 July and 23 July; 1500 UTC 2 August and 6 August; 1400 UTC 13 August, 17 August, 24 August, and 28 August 2011. Please note that application for JMSDF escort operation must be made directly to the GOJ, which is a

separate procedure from the application to MSC (HOA). Merchant vessels that wish to apply for JMSDF escort operation should visit [http://www.mlit.go.jp/en/maritime/maritime\\_fr2\\_000000.html](http://www.mlit.go.jp/en/maritime/maritime_fr2_000000.html) to follow the application procedure. For further information, please contact directly the Anti-Piracy Contact and Coordination Office, Maritime Bureau, Ministry of Land, Infrastructure, Transport and Tourism (MLIT), Japan: Tel: +81-3-5253-8932 Fax: +81-3-5253-1643 Email: INFO- [PIRACY@mlit.go.jp](mailto:PIRACY@mlit.go.jp) This e-mail address is being protected from spambots. You need JavaScript enabled to view it (MSCHOA)

### People's Liberation Army Navy convoy schedule for July 2011.

Rendezvous Point "B" (Westbound convoys): 14:00N – 051:00E. Rendezvous Point "A" (Eastbound convoys): 11:52N – 044:12E. Eastbound convoys transit at 0600 UTC 4 July, 9 July, 14 July, 19 July, 24 July, 29 July 2011. Westbound convoys transit at 0600 UTC 1 July, 6 July, 11 July, 16 July, 21 July, 26 July, 31 July 2011. Vessels should submit the application via INM-C (583441301333), (INM-F:773122242, INM-M:76493882) or EMAIL: [planavy@navy.mil.cn](mailto:planavy@navy.mil.cn) This e-mail address is being protected from spambots. You need JavaScript enabled to view it with the following details: Vessel name, call sign, flag, MMSI number, GT/DWT, LOA, mean draft, freeboard, economy speed, max cruising speed, crew's number and nationality, captain's name and nationality, country of shipping company, type of vessel, cargo, last port of call/country, next port of call/country, year built, landing place for helicopter, contact information, ETA rendezvous point. Vessels that want to join the Chinese Navy convoy should inform Chinese Navy 998 of ETA to the rendezvous point every day and cancel the application ASAP if that vessel will not join the Chinese Navy convoy.

### Korean Naval convoy schedule for July/August 2011.

Rendezvous point "A" (Eastbound): 12:07N – 044:11E. Rendezvous point "B" (Westbound): 14:54N – 054:41E. Please note that each starting point indicates the endpoint for the convoy from the opposite direction. Transit speed is 12 knots. Eastbound convoys transit at 0400 UTC 23 July, 1 August, 7 August, 20 August, 26 August 2011. Westbound convoys transit at 0400 UTC 4 August, 17 August, 23 August 2011. All merchant vessels wishing to join the convoy group must submit their application forms directly to the ROK naval warship carrying out the mission. Minimum speed for the convoy is 12 knots, meaning all vessels wishing to join the convoy group must be able to maintain the speed of 12 knots throughout the period of transit. Please note that a 2-hour delay in arrival at the rendezvous position will make the ROK Naval Escort Task Group convoy unavailable. At/from 24 hours prior to the convoy time, all vessels registered for the convoy must establish initial communication with ROK Naval Escort Task Group, and update its position, course, speed (PCS), and Estimated Time of Arrival (ETA) for every 4 hours.

### Russian Naval convoy schedule for July/August 2011.

Ships will be escorted by the Russian warship "[Severomorsk](#)" as of 17 June 2011. Rendezvous point "A" (Western point): 17:10N – 040:40E. Rendezvous point "B" (Eastern point): 15:15N 058:20E. Transit speed is 12 knots. Eastbound convoys start at point "A" and transit at 0600 UTC 10 July, 0500 UTC 3 August 2011. Westbound convoys start at point "B" and transit at 0700 UTC 4 July, 0500 UTC 15 July 2011. Vessels wishing to join Russian national convoys should arrive at the assembly point at least 2 hours before the ETD. Source: [gCaptain](#)



The [EVELYN MAERSK](#) seen arriving in Rotterdam-Europoort – Photo : [Harry van den Berg](#) ©



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The **MSC OPERA** seen enroute Amsterdam – Photo : [H.Blomvliet](#) ©

## MT PHOENIX UPDATE

The operations continue to remove the pollutants from the vessel and to date we can report the following;

- All the drums containing lube oils, grease and other rubbish from the decks have been flown ashore;
- Pumping of the fuel commenced yesterday to the bladders ashore and then to the road tankers, it is estimated that some 50 tonnes were taken off;
- The heavy duty pumps finally arrived, having been delayed when the road transport became stuck in the snow; and were flown on board this morning; this has increase the pumping rate to approximately 100 tonnes per hour;
- The operation is being slowed due to slower rate of pumping the bladders to the road tankers against a 40 metre head;
- If the current rate is maintained removal of the fuel should be completed on Sunday 31 July;
- The work of strengthening the bow is on-going and preparations are being made to connect the **Smit Amandla** to the **Phoenix** before last light today. This is not an attempt to tow the vessel off the rocks but to stabilize the vessel and stop her moving on the rocks.

During the operation the tug **Mahaweli** towing the bulk carrier **Asma 1** to scrap, requested assistance 24 nautical miles east of Durban. The **Smit Amandla** was scrambled to stand by until the **Mahaweli** resolved her main engine problems. The weather conditions atrocious with gale force south westerly winds with 8 metre swells. When the **Mahaweli** regained her engine power the tug and tow were ordered to clear the coast. The **Smit Amanda** started her return to the **Phoenix**.

We have been asked to comment on why with the **Smit Amandla** in attendance did the **Phoenix** ground and was this an "insurance job". The following facts are now in our possession;

- The **Smit Amandla** fired 8 rocket lines to the **Phoenix** while attempting to reconnect, 6 of these lines have been found on board the **Phoenix**;

- Two messenger lines were then put on board the **Phoenix** in order to allow them to pull the towing gear on board. The **Phoenix** reported that on both occasions the messenger rope “slipped off” the drum end of the winch. Various maritime experts have been consulted and none of them can recall this happening in previous operations, in these conditions it is possible that the messenger line would part;
- The Master of the **Smit Amandla** had to instruct the Master of the **Phoenix** to pay out more anchor cable when the vessel started dragging. A very junior officer knows that this is the first action that is taken when a vessel starts dragging anchor.

It would not be the first time that an unscrupulous ship owner was prepared to sacrifice a vessel in attempt to realise the insured value.

The **Smit Amandla Marine** salvage crew on board have been suspicious that there is still one person still on board, all the crew were accounted for when they were evacuated from the vessel. Last night a medical kit was left in the accommodation prior to the salvage team being flown ashore. This morning some of the medication was missing. As the salvage team are totally consumed in removing the fuel from the vessel, the South African Police Services will be requested to search the vessel. It is not unusual for vessels coming from West Africa to have stowaways on board.

Contrary to recent newspaper reports the documentation in our possession indicates that the owners of the vessel are either A & L Shipping Inc. of Panama or A & L Shipping of Belize. We have also been contacted by Lloyds Casualty Intelligence of London as they can find no records of the **Phoenix**, however a vessel of the same type, size and name was scrapped in India in November 2010.

The vast majority of Sheffield Beach residents have been fully supportive of the effort being extended to avoid a massive pollution incident which has led to disruption to their lives.

SAMSA and the salvage team would especially want to salute **Mr & Mrs Don** and **Carolyn Spier**, the vessel is beached directly opposite her house. She has opened her house to the salvage team and her lounge is the operations centre, they are also being offered food and coffee continuously. The fuel lines run through her garden into her house and then to the road tankers. This unselfish gesture is making a difficult operation much easier and we are extremely grateful for her support. **Source : Capt. N.T.Campbell - Regional Manager: Southern Region**

## CASUALTY REPORTING

### Bodies recovered after ferry collision

At least 80 bodies have been recovered from a river in the north-west of the Democratic Republic of Congo after a ferry collided with a cargo boat. The accident happened at night, but it is not clear if it occurred on Tuesday, Wednesday or Thursday evening, a BBC reporter says. The ferry was carrying at least 200 passengers on the Tshuapa River. Boats and ferries are commonly used in DR Congo, which has few viable roads or railways but major lakes and rivers. However, the vessels are often overloaded or badly maintained, and accidents are commonplace. The BBC's Thomas Hubert in the capital, Kinshasa, says there are conflicting reports about when the collision, in the remote Equateur province, occurred. A Red Cross representative in the provincial capital Mbandaka said he had received reports that 80 dead bodies had been found in Ingende, the town on the Tshuapa where the accident happened. It is not known how many people were on board the ferry, Rebecca Ebale Nguma, a provincial spokeswoman, told the AFP news agency. About 100 people had made it to safety but some passengers were still believed to be missing, she said. Alfred Lompaka, a survivor, told the Reuters news agency that both vessels had been sailing in the dark without lights. Government spokesman Lambert Mende said that the wooden cargo ship was not allowed to sail at night. An investigation was under way to find out whether port officials in the town of Bumba had authorised its departure, he said. DR Congo - a country the size of western Europe - has only a few hundred kilometres of tarmac roads outside the main cities. In April and May, around 200 people died in two successive shipwrecks, leading to the dismissal of the transport minister and promises by the government to enforce better safety standards. **Source: [bbc.co.uk](http://bbc.co.uk)**

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## At least eight die in Moscow riverboat collision

At least eight people died and one person was missing Sunday after a riverboat collided with a barge and sank in the Moscow River, a spokeswoman for Russia's Emergencies Ministry said. The private boat carrying 16 people sank after colliding with the river barge at around 1 a.m. (2100 GMT). Russian media quoted passengers as saying the boat had been rented for a birthday celebration.

A string of transport disasters ahead of parliamentary elections in December and presidential polls in March has led President Dmitry Medvedev and Prime Minister Vladimir Putin to condemn the state of the country's infrastructure and endemic regulatory corner cutting. "An eighth body has been discovered. One more passenger is still missing," Interfax reported, quoting Emergencies Ministry spokeswoman Yelena Smirnykh.

The captain of the barge helped save some of the seven passengers who survived, including one man who swam to shore. Survivors wrapped in brown blankets huddled on the river's grassy bank watching Emergencies Ministry boats and divers searching the sunken craft before work began to raise it to the surface of the river. Among those saved was a Turkish citizen and a U.S. embassy employee, Interfax reported Investigative Committee spokesman Vladimir Markin as saying.

State-run RIA news agency said the owner of the Riverboat **Swallow** had in the past been punished for exceeding the ship's passenger limit of 12. He was among the dead. Russia 24 quoted witnesses as saying the riverboat was moving erratically on a 200 meter-wide bend in the river before it collided with the barge in southwest Moscow, near Luzhniki Stadium, the site of the 1980 Summer Olympics.

Three weeks ago, 122 people died on the Volga River when the riverboat **Bulgaria** listed to one side and sank within minutes. Putin blamed irresponsibility and the desire for a quick profit for that disaster, Russia's worst river accident since 1983. A culture of corruption sometimes helps old, decrepit vessels to pass routine safety tests. **Source :** Reuters

## NAVY NEWS



Fleet replenishment ship **FORT AUSTIN** seen laid-up in West Float Birkenhead. In May it was reported that she would undergo a 15-month refit at Cammell Lairds shipyard – **Photo : Simon Smith ©**

## Coast Guard to lobby Congress for South MS built cutters

As the budget battles continue in Washington D.C., the Congress is being urged to approve federal spending that could affect jobs in South Mississippi. On Friday morning, the Commandant of the United States Coast Guard toured a cutter under construction at Ingalls Shipbuilding in Pascagoula. Shipyard officials said allocating the money future cutters now makes building cheaper later.

One day, the Stratton will join her sister vessels in patrolling areas like the Bering Sea for drug smugglers, illegal migrants and terrorists. Coast Guard officials said the advantage of National Security Cutters over older models is the ability to launch teams through the stern. Admiral Robert Papp said, "They found that they can launch boats and launch helicopters in seas much worse than the legacy ships, the old ships that we have up there." So far Congress has approved funding for five cutters but Admiral Robert Papp is counting on money for three more. "I need to go back to Washington and continue making the case for stable funding and predictable funding," said Admiral Papp. "So the shipyard can gain efficiencies of scale as we build these ships, and know that we're going to get through and build all eight that are in the current program." Irwin Edenzon is the president of Ingalls Shipbuilding.

"We're anxious for the Congress to support the Coast Guard in stabilizing the funding of these ships. When you know what you're going to do for the next few years, you can get the workforce trained. You can buy the materials that you need. You can incorporate lessons learned. The stability of funding allows us to provide these ships to the Coast Guard at an affordable price." "When the funding comes and goes and we can't predict the future, it makes it hard to hold the workforce," said Edenzon. "[It] makes it hard for our vendors and our suppliers to predict what they're business is going to be like in the future year." After surveying the Stratton's progress, the Admiral said he's impressed with the Ingalls workmanship.

"Outstanding quality from Ingalls Shipyard. I could not be more pleased," Admiral Papp said. "I came down here to see the first ship when it was just through builder's trials. Stratton has just finished builder's trials. She's way ahead of where Bertholf, the number one ship, was at this time. You can see that the work force here has been learning, applying lessons learned and making the process more efficient, cost effective and making improvements along the way, as well."

Ingalls officials said with each new National Security Cutter, workers are learning to build faster and cheaper but still deliver a quality product. "The more of the ship we build in the shops, the more efficient we can build it, the cheaper it is," Edenzon said. "So as we stabilized the design, we moved more of the work into the shops, so by the time we assemble the units and put the ship in the water, it's a much more advanced state of construction." Coast Guard officials said the National Security Cutters are more fuel efficient, require less man power to operate, has more comfortable sleeping quarters and can travel at a maximum speed of 30 knots. Once delivered, the cutters are based in Alameda, California. **Source : WLOX**

## Bangladesh Navy Purchases Two Modern Do 228NGs

Following customers in Japan, Norway and Germany, the Bangladesh Navy has purchased two modern Do 228NG (New Generation) turboprop aircraft. The aircraft will be used for maritime air patrol and rescue mission along the countries' coastline.

The two Do 228NGs are the first fixed wing aircraft to be purchased by the Bangladesh Navy for patrolling its coast line. For this purpose, both aircraft are being equipped with special equipment for maritime air patrol operations. This includes radio and navigation aid and other selected systems as well as rescue equipment.

Cost-effectiveness and ease of use seal the decision in Do 228NG's favour

With the Do 228NG, RUAG Aviation has asserted itself against the competition. "The cost-effectiveness and, despite its sophisticated technology, ease of use sealed the decision in favour of the Do 228NG," enthuses Alexander Müller, Vice President Military Aviation Germany. In addition to the two aircraft, the contract includes comprehensive pilot and aircraft maintenance training for the Navy ground crew on location. Delivery of both aircraft is scheduled for early summer 2013. The Do 228NG is a versatile turboprop aircraft. Alongside transporting up to 19 passengers, it can also

be configured as a special mission version for various purposes including maritime air patrol. Thanks to the latest sensor technology, the aircraft is ideally suited to detecting oil slicks, controlling borders and fishing, and carrying out environmental research. The Do 228NG is a completely modernized and improved version of the Dornier 228-212,

RUAG Aviation carries out final assembly, integration of customer-specific equipment and delivers the aircraft from its Oberpfaffenhofen facilities near Munich, Germany. **Source : [defencetalk.com](http://defencetalk.com)**

## **SHIPYARD NEWS**



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Above seen BNav Shipmanagement S.R.L. (Italy) 45,269 Dwt bulk carrier “**ROCHESTER CASTLE**” carrying out afloat repairs at Mario Lopez Shipyard (Cernaival Group) in the port of Málaga.

**Photo : Enrique Pérez - Cernaival Shipyard ©**

## **German firm receives 2 more ships**

Two ice-class oceangoing vessels made by local firm Western Marine Shipyard have been handed over to their German importer. Shipping minister Shahjahan Khan delivered them to Grona Shipping Limited of Germany at a programme at the marine workshop of Chittagong Port on Friday.

The minister also handed over pilot vessel '**PV Rakkhi**' to Chittagong Port Authority and formally inaugurated ro-ro ferry 'Birshreshtha Mohammad Ruhul Amin' manufactured by the local firm. Managing director of Grona Shipping, who earlier received four commercial ships from the same Bangladeshi firm, was given **EMS Tide** and **EMS Wave** by the minister. The ferry was received by Bangladesh Inland Water Transport Corporation chairman Golam Mostafa Kamal, while the other by shipping secretary Abdul Mannan Hawlader. Managing director of Western Marine Mohammad Sakhawat Hossain said the ships for Grona Shipping were built at a cost of Tk 1 billion each while the two others at Tk 420 million. The ferry, capable of carrying 27 trucks and 370 passengers, would run on the Mawa-Char Janajati and

Mawa-Madaripur routes, while 'PV Rakkhi' will be used as a transport vessel for the sailors and officials of ships anchored on the outer anchorage of the port. **Source: Bd News 24**



The Rosetti newbuilding **FD REMARKABLE** commenced yard trials in Ravenna – **Photo : Lorenzo Succi ©**

## Severnaya Verf turns over warship for trials

Shipbuilding Plant "Severnaya Verf" handed over the corvette "**Soobrazitelniy**" for the state tests. The vessel delivery is scheduled for August 2011, the shipbuilder's press service said. During construction the corvette was tailored to the customer's needs, including new solutions of the ship's armament, communications and control systems, as well as hull structure and superstructure, the company said.

The corvette of Project 20380 was developed by the Almaz Central Marine Design Bureau. The **Steregushchy class** corvette is a multipurpose warship to combat surface ships, submarines, to provide air defense and amphibious support. Displacement - about 2,000 tons full load. LOA - 105 m, length waterline - 90 m, max speed - 27 knots, max range - 4,000nm at 14kn, 15 days endurance. Complement: (including a helicopter service group) - 100. There is also an export solution of the corvette. St. Petersburg-based shipyard Severnaya Verf (Northern Shipyard) is one of the leading companies of the Russian defense industry. The firm has been part of United Industrial Corporation (Moscow) since 2004. The shipyard specializes in building warships and merchant vessels of various purposes. **Source : PortNews**

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## DCNS begins sea trials for first Gowind OPV

DCNS began sea trials on Wednesday of the Gowind offshore patrol boat 'L'Adroit'.



The trials mark the beginning of the next phase of the Gowind OPV program. Construction is scheduled for completion by DCNS at the end of 2011, after which 'L'Adroit' will be made available to the French Navy for three years. The three-year loan period will enable the French Navy to qualify the OPV as 'sea proven'. During the trials, more than 50 technicians on board the vessel are conducting an intensive test campaign to validate its seakeeping and other nautical qualities. After testing the ship's firefighting, flood control and other safety systems, the onboard team will be running trials with the propulsion system and checking vessel manoeuvrability. Alongside these sea trials, tests will

also be conducted on the ship's navigation systems, inertial platforms and other systems. When the vessel returns to dock, outfitting of the last equipment compartments and painting work will continue.

'L'Adroit' has a length of 87 metres, an at-sea endurance of three weeks and a range of 8,000 nautical miles. With a top speed of 21 knots, the vessel has a helicopter flight deck and can accommodate unmanned aerial vehicle (UAV) operations. It is designed for reduced crewing, with a complement of thirty and space for thirty passengers. Source : Baird

## ROUTE, PORTS & SERVICES

A blue and white tugboat is shown from a side profile, sailing on a blue sea under a clear sky. The tugboat has a prominent radar mast and various antennas.

### Seamanship

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The **CARIBBEAN SEA** seen departing from the Pasir Panjang Terminal in Singapore - Photo : Piet Sinke ©

## Venezuela hikes port charges

Ports in Venezuela introduced a series of new port taxes in June, some with a 300% hike. According to the National Ports Authority, Bolipuertos, which assumed responsibility for ports in 2009, previously, private operators fixed rates

"in violation of humanitarian principles and moral ethics". The new rates are 250%-300% higher than those they replaced. The Cabello Port Chamber of Commerce warned that the new fees in tandem with devaluation will boost the current inflationary spiral in Venezuela. **Source: Port Strategy**



Isle of Mann Steam Packet's fast ferry **MANANNAN** swinging off Pier Head departing for Douglas –  
**Photo : Simon Smith ©**

## TWO more cruise ships will visit Geelong this summer.

The **Spirit of Adventure** will visit in December and the **Regatta** will dock at Geelong in February. The announcements further enhance the city's push as a destination for the cruise industry. Last week Regional Cities Minister Denis Napthine announced the State Government would provide \$30,000 towards compiling a business case for attracting more cruise ships to Geelong. Mr Napthine said the cruise ship trade was the fastest growing segment in global tourism, having grown 18 per cent in the past five years. At the same time Geelong mayor John Mitchell said a Geelong-based cruise ship was part of the city's plans for a \$25 million-a-year boost based on the booming cruise industry. "At least the passengers won't have to spend much money when they disembark with half of the city's shops vacant. Perhaps they could take a stroll to Eastern Gardens and look at the bat infested pine trees."

Cr Mitchell said the city also had some promising leads for additional cruise ship visits in 2013 and 2014. "Since the announcement last week we have received inquiries from three more cruise ships that want to come to Geelong in the 2013 and 2014 seasons," he said. "These ships will bring over 5000 visitors and crew to Central Geelong and the wider region."

"There is growing interest within the cruise ship industry to establish cruises that circumnavigate Australia, and this includes a stop at Geelong." Cr Mitchell said the establishment of Geelong as Victoria's second cruise ship destination would provide further impetus for the reconstruction of the Yarra Street Pier. "For some time we have identified the redevelopment of the Yarra Street Pier as a key infrastructure project for the city and the broader Geelong region," he said. "Our goal is to replace the original pier that was destroyed by fire in 1988 with a new pier that will accommodate cruise ships as well as other vessels, such as naval ships, smaller boats and luxury ships." The **Spirit of Adventure**

will be in Geelong on December 20 this year and the [Regatta](#) will visit on February 12. Both will dock at Cunningham Pier. **Source : Geelong Advertiser**



The **TOPAZ ZENITH** seen during trails where the crewboat reached a speed of 32 knots – **Photo : Topaz marine**

## **South Korean Port Container Traffic Up 10.3 Percent**

**Total cargo handling increased 7.1 percent in first half of 2011**

Container volumes through South Korean ports rose 10.5 percent to a record 10.5 million 20-foot equivalent container units in the first half of the year compared to the same period a year ago. Total cargo volume across the country's ports also surged to a high within the same period, up 7.1 percent to 637.4 million tons.

Across the country's 31 trading ports, import-export cargo increased 10 percent to 6.59 millions TEUs in the first six months of 2011; transshipment cargo volume increased 10.4 percent to 3.68 million TEUs; and coastal cargo volume rose nearly 30 percent to 230,000 TEUs. The Port of Busan, the country's largest port, increased container throughput 13 percent from last year to 7.87 million TEUs. Gwangyang and Incheon ports saw less impressive growth as they handled 1.04 million TEUs and 960,000 TEUs, respectively, rises of just 1.5 percent and 2.2 percent. **Source : The Journal of Commerce Online**



A regular runner to the Clyde is the **ENCOUNTER**. A bit of a later arrival than usual saw her working cargo as night fell on Friday evening. **Photo : Tommy Bryceland, SCOTLAND ©**

## Marorka signs Fleet Contract with Thenamaris Ships Management

The Greek ship management company Thenamaris has decided to implement Marorka's energy management systems for their fleet of Tankers, Bulk Carriers and Container ships. The two companies entered recently into a contract that will bring the leading Marorka energy management systems on board all Thenamaris ships. Further to system installation the companies will cooperate on future development of energy management for the maritime sector. Thenamaris' Objective is to continually improve energy efficiency and reduce environmental footprint. Thenamaris is committed to be a leading company in the maritime industry in energy management.

Thenamaris has selected Marorka energy management solutions covering all major energy systems on board their fleet of vessels. The solutions selected include Marorka's Propulsion, Trim & Hull, Power Plant, Steam, Voyages, Navigation and Reporting products.

"We are very proud of our work together with Thenamaris. They are a top class company with modern ships and staffed with well educated and very capable and experienced personnel. We see this as a big opportunity for everybody involved and we are committed to assist Thenamaris in reducing their fuel bill", said Kristinn Aspelund, Marorka Sales and Marketing Director. "We have been working with Marorka now for three years, we have been satisfied with the comprehensive portfolio of advanced solutions and we look forward to see the effect of implementing their energy management systems into our fleet.", said Vasileios Lampropoulos, Thenamaris Technical Manager. Thenamaris is an independent ship management company with over 40 years experience in providing services to owners of large ocean-going vessels. The fleet under Thenamaris' management comprises of oil tankers, bulk carriers and container vessels. Thenamaris aims at constantly delivering extraordinary performance in the maritime industry in a socially responsible way. **Source : MarineLink**

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



The **TRANS FRIENDSHIP 1** seen outbound from Singapore – Photo : Piet Sinke ©

## No Cowboys

As the UK government looks to private security for ships, the UK shipping minister Mike Penning has spoken clearly, "We do not want cowboys." The list of governments that are moving to regularise the legal position of ships under their flags carrying armed guards is increasing and the vetting and due diligence which is required is coming to the fore. The UK is planning to change its laws to permit UK flag ships to carry armed guards. Norway has recently passed legislation to allow armed security guards on its ships, while the US is actively encouraging their use and pressure is mounting on other governments such as Germany to follow suit. Even the EU is getting involved. The European Commission Task Force on Maritime Employment has stated, "flag States should grant appropriate legal authority subject to conditions concerning the organisations providing armed protection".

So it is clear that private security is the answer, but there are a few tough questions to be asked first. Lloyd's List has stressed that selecting a private security provider offering armed protection is not straightforward, and very careful precautions are needed when selecting a contractor to who will be providing potentially lethal services. This is far outside the normal procurement process or procedure, and it is increasingly the case that owners and their shipping associations are looking for guidance. One such source of assistance and guidance is the Security Association for the Maritime Industry (SAMI). The association is setting its own systems of vetting and accreditation for member security companies. So while today there is a degree of confusion, soon there will be clarity. SAMI has recently launched a new website [www.seasecurity.org](http://www.seasecurity.org) and in time this will evolve into what is being billed as the most complete and comprehensive maritime security resource. Source : ShipTalk

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The tugs **SINGAPORE** and **LONDON** seen in the Malacca Straits approaching Singapore ETA today (02-08) at 5:00 hrs where the tugs will deliver the FPSO **ESPADART** – Photo : **Marc Biemans** ©



The **VOGERUNNER** seen at the mooring buoys off IJmuiden – Photo : **Simon Wolf** ©

## OLDIE – FROM THE SHOEBOX



Seen in 1967 the **TSHD GEOPOTES 1** - File photo : crew Vox Maxima

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



Above seen the stranded **PHOENIX**, hard aground at Sheffield Beach, just north of Ballito, or about 55 kilometres north of Durban, on the afternoon of Saturday 30 July. Access to the site is quite good, with a walk of around 1.5 kilometres from the area where cars can be parked. Only one very small operational area on the beach is restricted to the public, so good view and photos of the vessel are possible. As you can see from the photo, there are a small number of salvage personnel, with helicopter delivery of equipment. **Photo : Trevor Jones ©**