



Number 227 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Monday 15-08-2011**

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



The completely restored, 111 years old lifeboat, SECRETARIS SCHUMACHER seen getting ready to be launched at the Dutch (Wadden) island of Terschelling, the boat was pulled by 12 Frisian Horses into the surf zone and was launched, then real "manpower" was required to row the boat through the surf zone into open sea, a tough job for the crew, see also the photo's below Photo's : Jan de Koning ©

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



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The **ALEXANDERGRACHT** seen enroute Amsterdam – Photo : Ruud Coster (c)

CPA to pay Tinchí Diaz' salary

The Court ruled that Diaz is to be paid an advance of 39,064.75 guilders. Agustin 'Tinchí' Diaz, the former general manager of **KTK-Panama**, had instituted summary proceedings against **Curaçao Port Authorities (CPA)** and **Kompania di Tou Kòrsou (KTK)** because his termination payment as mutually agreed on March 1st remained forthcoming. The case came up for trial on July 29th. During the session, CPA stated the company had a counterclaim of 32,450 dollars because in the absence of Diaz, two checks from **KTK Panama** to this amount had been cashed. Francisco Oñate, the former office manager in Panama, admitted he had forged Diaz' signature and cashed the checks.

According to CPA, DIAZ is responsible because he should have made sure the checks carrying the name of KTK Panama, did not fall into the hands of unauthorized third parties. During the session, Diaz challenged the suggested imprudence.

The Court considered there were insufficient facts to prove Diaz' alleged imprudence. Nor is there clarity on a possible liability of CPA in relation to the own responsibility of **KTK Panama** as employer and **KTK Panama** could also tackle Diaz directly on this matter. According to the Court, as there appears to be no damage for Panama, there is no claim. During the session, it appeared that the investigation in Panama into the payees has not been completed yet. The same applies for the bank accepting the checks. Because CPA's counterclaim could not be determined in a summary proceeding, the Court ordered CPA to pay Diaz an amount of 39,064.75 guilders – as an advance – increased with the legal interest, retroactive from March 3rd. In a reaction, Diaz states he doubts whether CPA will start a basic procedure. "Oñate admitted he had forged the signatures. I don't know what action CPA will take in his case, but I feel certain about my case. It's up to CPA if they want to continue legal proceedings against me. It will not cost them a penny because CPA will foot the bill," says Diaz. Source : www.amigoe.com



Hallin's **ULLSWATER** seen moored in Cape Town – Photo : Aad Noorland (c)

Norddeutsche Reederei H. Schuldt and Germanischer Lloyd launch global cooperation

Norddeutsche Reederei H. Schuldt (NRS) and **Germanischer Lloyd** (GL) signed a global cooperation agreement covering all areas of classification as well as flag state supervision of the ships of Norddeutsche Reederei H. Schuldt sailing under GL class.

As one of the world's leading container and tramp shipping management companies with a fleet of 80 ships, Norddeutsche Reederei H. Schuldt benefits from GL's extensive range of services. As a classification company, GL offers the development of standards, rules, and guidelines for the design, construction and operation of ships, as well as their regular inspection and audit. The company supports Norddeutsche Reederei with various services in order to ensure compliance with international regulations and facilitate the use of modern technology for GL-class ships. "The cooperation represents a milestone in our long-standing cooperation. It highlights our trust in GL's expertise and serves as the basis for further joint activities in the future", says Markus Hempel, Director of Norddeutsche Reederei H. Schuldt. "GL can look back on a positive long-standing business relationship with Norddeutsche Reederei H. Schuldt. With a view to the future and the size of their fleet, we have decided to intensify our cooperation in order to be even better prepared for future projects", explains Erik van der Noordaa, CEO of GL, of the Cooperation agreement.

Source: **GL Group**



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Above seen the **Black Marlin** while lowering the **Bongkot PPS Topside** onto the jacket during the **Bongkot Float-over** in the Gulf of Thailand. **Photo : Erik van Empel (c)**

Study finds Somali piracy could cost global economy \$12 billion

Twenty years ago, when the government of Somalia collapsed, few imagined that the country's ongoing state of lawlessness would eventually spawn piracy on such a scale that the security of the western Indian Ocean region could be threatened. At first, many assumed that pirate attacks on passing ships could be quickly stifled. But the problem has grown into a global malady that so far has warranted seven United Nations resolutions, one of which authorised "all necessary means to repress piracy and armed robbery at sea". According to the UN's International Maritime Organisation (IMO), the problem is a global one, with 276 acts of piracy or armed robbery against ships reported worldwide in 2010. With failed attempts added, the total climbed to 489, a 20 per cent increase from 2009. Although the South China Sea suffered the most attacks, piracy off East Africa, much of it carried out from Somalia, came in

second. Looking only at attacks in international waters, East Africa was well in the lead in 2010, reports the IMO. The only lives lost that year were during East African attacks, while the number of crew members taken hostage there, usually for ransom, reached 629, far higher than anywhere else. According to the International Maritime Bureau, a piracy reporting centre based in Malaysia, 54 crew and passengers have been killed worldwide since 2006. The economic losses are also enormous. The US-based NGO One Earth Future Foundation, in a recent study on naval piracy, estimated that Somali pirates extorted some \$177 million in ransom in 2009 and \$238 million the following year. Including the costs of higher insurance premiums, re-routing ships, anti-piracy security and the impact on regional economies, the total annual costs may range between \$7 billion and \$12 billion, the study finds. Some arrested Somali pirates and senior officials have sought to justify the explosion of piracy off East Africa by citing illicit activities by foreign vessels off the Somali coast. Somali fishermen have long complained that foreign ships have been hurting their livelihoods by over fishing nearby waters, often with large illegal nets. Some have also claimed that toxic wastes have been dumped in the Indian Ocean. In 2008, the UN Secretary-General's then special representative to Somalia, Ahmedou Ould Abdalla, said: "I am convinced there is dumping of solid waste, chemicals and probably nuclear waste. There is no government (in Somalia) and there are few people with high moral ground." Others argue, however, that there is little evidence to substantiate such views. In any case, key figures within Somalia's Transitional Federal Government strongly believe there is a connection. "If the international community wants to limit acts of piracy," says Deputy Premier Abdulrahman Adan Ibrahim Ibbi, "it has to help Somalis keep illegal foreign fishing and toxic waste dumping away from their coasts." Whatever the factors that have contributed to Somali piracy, prompt action is needed to counter pirate activities, argue regional government officials, fishing industry executives and shippers. President James Alix Michel of the Seychelles declared in November 2010 that piracy is "the greatest threat that currently exists to fisheries, trade and development in our region. The scourge of piracy is hijacking not only our economy — but the whole of the Indian Ocean." Two months later, East African transport ministers urged insurance firms to discourage the payment of ransoms, so as to reduce one of the main incentives for piracy and slow down the steady rise in shipping insurance costs. Courts in Kenya and the Seychelles are actively prosecuting pirates who have been captured. According to the UN Office on Drugs and Crime, Kenya, the Seychelles and the semi-autonomous region of Puntland in Somalia have the highest number of convicted pirates in the world. As of April, Kenya and the Seychelles were holding 177 pirates. "Kenya has had a strong tradition of a solid Commonwealth legal system," notes Prof David Crane of Syracuse University in the US. "There is a capacity and certainly they have an ability to try pirates." Yet governments in the region have very limited resources, whether for prosecuting suspected pirates or trying to safeguard regional waters with tiny national navies. "We are doing more than our part," notes President Michel. "Piracy is exploiting the weaknesses that exist in global governance. It exists, not only because of the dire state of Somalia, but also because of the inaction of the international community."

Sharing the burden

Andrew J Shapiro, the US assistant secretary for political and military affairs, agrees that African countries need more support, given the complexity of the challenge. "Prosecuting pirates can be an incredibly complex proposition in today's globalised world," he said in a paper on anti-piracy policy presented last year to an American Law Review symposium. "The realities of international shipping and global commerce are such that in any given piracy case you could have suspected Somali pirates intercepted and apprehended by a British naval vessel after trying to attack a Liberian-flagged ship, owned by a Canadian company, crewed by Ukrainians, Indians, and Filipinos, with a Russian captain and carrying cargo owned by a Turkish company, en route for delivery to a company in Dubai. And the case could be taking place in a courtroom in yet another country, like Kenya or the Seychelles, which are both currently prosecuting piracy cases. The logistic and diplomatic challenges presented by such a scenario are immense."

Referring specifically to Kenya and the Seychelles, Mr Shapiro continued, "The burden currently shouldered by these countries must be shared more broadly both within and beyond the piracy-affected region. The cost of this crime is borne globally. The cost of combating and defeating it should likewise be borne by many states in all corners of the world." Both Kenya and the Seychelles have signed pacts with the European Union (EU) and the US to try suspected Somali pirates captured elsewhere in return for financial and security assistance. The US, EU and others have also stepped forward with aggressive counter-piracy naval operations. These include the US-led Combined Task Force and the EU Naval Force Somalia (EUNAVFOR). "My orders are clear," says Rear Admiral Juan Rodriguez, the EUNAVFOR force commander, "to protect vulnerable shipping, deter and prevent acts of piracy, protect vessels of the World Food Programme . . . and the African Union Mission in Somalia." To better co-ordinate these and other initiatives, a Contact Group on Piracy off the Coast of Somalia has also been established. It brings together some 60 countries, as well as the UN, IMO, North Atlantic Treaty Organisation and African Union. Ultimately, whatever measures are taken to contain Somali piracy, long-term solutions must address the source of the problem: the political instability and ongoing warfare within Somalia itself. **Source: BusinessDaily Africa**



The **HANJIN PALERMO** disembarking the pilot, as seen from the Dutch pilot cutter **MARKAB** at Maas pilot station
Photo : Marijn van Hoorn (c)

Navy gunboat sails into British waters to arrest illegal trawler

A armed Irish navy patrol ship entered British waters to arrest a trawler fishing illegally in an unusual operation. The **LE Ciara**, which carries a 76mm main gun, two 20mm cannons and two 12.7mm heavy machine guns, used new European regulations to enter UK waters to make the arrest.



The P 41 ORLA - Photo : Piet Sinke (c)

The ship is one of two high speed ex-Royal Navy ships once used in Hong Kong which now patrol Irish coastal waters, named **LE CIARA** and **LE ORLA**, The Sea Fisheries Protection Authority (SFPA) identified possible licence and registration infringements of the Irish registered fishing vessel and the Naval Service later detained the trawler. SFPA

officers saw the trawler leaving port and starting to fish in UK waters to the south east of Rosslare, the SFPA said. Permission was sought -- and granted -- by UK authorities in line with the European Fisheries control regulations for the **Ciara** to enter UK waters and inspect the fishing boat.

After inspection of the trawler's papers, it was detained and escorted to Rosslare by the Navy ship. SFPA officers investigated the catch and fishing gear aboard the vessel and legal proceedings involving the gardai were later initiated against the master of the fishing boat. "The illegal landing of fish only serves to depress the price the legitimate fisherman should be achieving for fish," Peter Whelan, chairman of the SFPA said. "It also distorts the markets and only serves to benefit those involved in illegal fishing activity."

Licensing and authorisation of fishing vessels is a basic prerequisite of EU and Irish law, he said. "The role of the SFPA supports profitable, sustainable, managed fisheries, at a time when the fishing industry faces many challenges," Mr Whelan said. "Effective monitoring and control systems safe guards the good reputation of Irish food producers in the international marketplace and protects the Irish taxpayer from the threat of large fines being imposed when non compliances with the Common Fisheries Policy are encountered," he added. **Source : Herald.ie**

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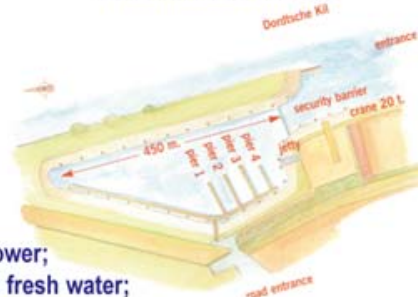
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The **SEAFRANCE BERLOIZ** seen in Calais – **Photo : Reinier Kadijk (c)**

Boats Collision Kills 1 on Moscow River, 2 Injured

Two boats collided on the Moscow river Saturday, leaving one people aboard killed and two others injured, according to local media reports. Citing a source from the local law enforcement department, Interfax news agency said two

motor boats raced on the Moscow river at a very high speed and then collided at about 19:30 Moscow time (1530 GMT). The source said a young man, who was at the steering wheel of one boat, was killed in the accident. His body was salvaged by rescuers and will be identified by investigators. Another 25-year-old man in the second boat and an 18-year-old woman were rescued, the source said, adding that the two injured were soon hospitalized. After the accident, wrecks of one boat have been collected by the Emergency Situations Ministry's State Inspectorate for Small Ships, another damaged boat has been pulled to the bank. The accident was the second one within two weeks on the Moscow river. On July 31, an overloaded private pleasure boat carrying 16 people sank in the Moscow river after bumping into a cargo barge, killing nine people aboard. **Source : cri / Xinhua**



The ill-fated **DOUWENT** is seen pushed by the **HUNTER** from the Vulcaan harbour in Vlaardingen to **Dolderman** in Dordrecht to built in a new **Caterpillar** main engine, connected on the bow hardly seen at this photo the tug **GEPKE**

Photo : Marijn van Hoorn (c)

NIMASA, IMB disagree over piracy reports

The **Nigerian Maritime Administration and Safety Agency** (NIMASA) still see as mischievous, reports by **International Maritime Bureau** (IMB) listing the country as piracy prone areas even when marine insurers have extended a war-risk zone for Nigeria, Africa's largest oil producer, and included waters off neighbouring Benin for the first time as piracy attacks increase. Meanwhile, the Joint War Committee, which represents Lloyd's of London underwriters and other insurers were said to have listed the areas as higher-risk for shipping on August 1. The Nigerian risk zone now extends to 200 nautical miles (230 miles) offshore. Sources say the declaration lets underwriters charge an additional premium based on the value of ships entering the area. NIMASA is however, still basking in the euphoria of statements credited to the Sub Regional Representative for African Anglophone countries at the **International Maritime Organization** (IMO), Micheal Luguje to the effect that IMO commended NIMASA for reducing the level of criminal acts on the waters of the West and Central African Sub-Region. The Nigeria's apex maritime regulatory agency stated that Luguje commended NIMASA for effectively operating the Regional Maritime Rescue Coordination Center RMRCC located in Kirikiri and the agency's collaboration with the Nigerian Navy to facilitate safety and security on Nigerian waters in particular. Since May this year, there have been increasing reports of pirate attacks in the Gulf of Guinea (GoG) and off the coast of West Africa. The IMB Piracy Reporting Center (PRC) said that in Africa, the coastal parts bordering Lagos and the Bonny River have been identified as piracy attack-prone areas, saying that heavily armed pirates target ships underway along the coast and river including anchorages and within port areas. PRC says in some cases, crew members have been kidnapped and ransom demanded before their release even as it advised ships to take extra precaution and avoid anchoring if possible, as a counter measure. It also advised vessels to generally remain vigilant as many attacks may have gone unreported in other parts of Nigeria. This behoves of NIMASA in collaboration with the Navy ought to step up their game to stem the ugly pirate tide instead of

celebrating the rescue of stowaways and capsized boats, which ordinary divers do all the time without much noise. Meanwhile, fishing trawler owners in Nigeria have raised alarm over the recurring hijack of fishing vessels within Nigerian waters by pirates and use of same to attack other vessels operating off neighbouring West African countries' coasts.

President of Nigeria Trawler Owners Association (NITOA), John Overo, warned that the development was capable of generating diplomatic rows between Nigeria and its neighbours in the west coast even as he called on the Federal Government to rise up to the challenge and stem the dangerous tide. He cited two recent cases - on April 19, and August 1, 2011, respectively, when, according to him, the sea pirates struck off the Bonny Oil Terminal, assaulting seven vessels and subsequently taking them to an unknown destination and vandalising the vessels. Recent reports also say pirates attacked a ship plying Calabar-Limbe waterways during which more than N32 million cash and other valuables were stolen from seafarers. Despite the presence of the Nigerian Navy patrol teams and the Marine Police, seafarers have been subjected to frequent attacks by pirates. Flag Officer Commanding (FOC), Eastern Naval Command, rear admiral Usman Jibrin acknowledged that Navy was well aware of the activities of the pirates, especially on the Calabar waterways and noted that this was impinging on the country's economic growth.

"We are operationally ready and equipped to contain them. Even though these boys are heavily armed, let me use this opportunity to warn them that we shall not tolerate any more attacks neither on any ship navigating those waters nor on legal seafarers." **Source: Independent**

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A busy week at sea for volunteer lifeboat crews dealing with Cowes race

VOLUNTEER lifeboat crews have had a busy time dealing with incidents in the Solent during Cowes Week.



The independent **Gosport and Fareham Inshore Rescue Service** has been called on all week to rescue sinking boats and dismasted vessels in the regatta. The service's volunteer crew have all taken time off work to man the station since last Saturday.

They have been on the water for an average of five hours each day of the regatta and called to 14 incidents. Operational vice chairman and coxswain Mike Allen said: 'It's certainly been one of the busiest ones that I have seen in my time here.'

'I have done three days this week and it feels like it has all blended into one long one. 'There have been situations this week where there have been more incidents than there have been lifeboats. 'But everyone has put in a lot of hard work and all of the

volunteer lifeboats from around the area have done a really good job.’ On Monday the GAFIRS crew were called out to five separate incidents in five hours.

They were first sent to an 18ft sailing boat which had been dismantled south of Lee-on-the-Solent. After dealing with the boat’s crew, the lifeboat volunteers were called to answer a distress call over reports of people in the water near Hill Head. But on the way there, another Mayday call was received about a Victory-class sailing boat which was sinking in the Solent. The three members of its crew were safely found taken back to shore. Another Victory-class boat later suffered rigging failure and the GAFIRS lifeboat was called to tow them to Cowes.

The final call of the day was to reports of a dismantled yacht south of Lee-on-the-Solent but there was no sign of any vessel in distress. Mr Allen added: ‘We ended up staying on the water for about four and a half hours. ‘It makes sense because if you’re likely to be called out again you might as well be ready. ‘But it is a long time for people to be standing up in the boat. ‘It meant we got praise for how quickly we were able to respond to the incidents, though.’ GAFIRS relies on donations from the public and is now appealing for money to help replenish medical equipment and stock used during the week. **Source : Portsmouth.co.uk**

For more details visit www.gafirs.org.uk



Above seen the arrival of the ConRO **GRANDE TOGO** in Cotonou, Benin - **Photo : Jan Pieter Honkoop ©**



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Flag States sign Declaration condemning acts of violence against seafarers

Three of the largest flag states, accounting for around 40% of the world's commercial shipping tonnage, have signed an agreement condemning the acts of violence against seafarers by pirates. The flag states agreed to pool information on the mistreatment of seafarers at the hands of pirates. The flag states signed a Declaration in Washington on 3 August 2011, condemning the acts of violence against seafarers. The Declaration recognized that the increasing use of violence against captured seafarers was underreported and noted that there were significant sensitivities associated with such information.

The Declaration affirmed their commitment to provide information on the levels of violence faced by seafarers to the International Maritime Bureau (IMB) from reports received by them in accordance with their internal procedures. The IMB will collate and disseminate aggregated data of the levels of violence. The reports will omit their names, the names of the vessels, owners, operators and flag states to protect identities and privacy.

The project is supported by the [One Earth Future Foundation](#) (OEFF) and the [TK Foundation](#). So far in 2011, there have been 176 attacks on vessels by suspected Somali pirates which resulted in 22 successful hijackings with 378 crew taken hostage. Taking into account those vessels hijacked in 2010 which remain unreleased, there are presently 20 vessels still held off Somalia with a total of 398 crew still held to ransom.

IMB Director Pottengal Mukundan commented: "This new initiative will help to publicize the human cost of piracy, which at times can go unnoticed amongst reports of hijacking and huge ransoms. Current figures for 2011 suggest that the number of worldwide piratical incidents is on course to match or surpass those for 2010- though currently, attacks off Somalia account for a greater percentage of worldwide attacks than in previous years." This agreement is a result of the OEFF's [Oceans Beyond Piracy](#) (OBP) working group, which in June 2011 produced the Human Cost of Piracy Report. The OBP report found that thousands of seafarers were subjected to gunfire, beatings, confinement and in some cases torture, though these cases were underreported and misunderstood by the public. Mr Mukundan continued: "Attacks reported off Somalia this year have been characterised by a greater degree of violence against crew than before. Also, there have been worrying reports of violent attacks on crew during hijackings of vessels in the Gulf of Guinea. These intimidating and sometimes brutal attacks on crew must end - hopefully we can bring these instances to wider public attention as a result of this Declaration." The total number of attacks worldwide stands at 304, with 31 successful hijackings. IMB strongly urges all shipmasters and owners to continue to report all worldwide actual, attempted or suspicious piracy and armed robbery incidents to the IMB's [Piracy Reporting Centre](#). Source : ICC-CCS

Roeiers 'Schumacher' nu ook gedoopt



De Roeireddingboot '[Secretaris Schumacher](#)' had enkele weken geleden al haar doop gehad in de Noordzeegolven. Toen was het water spiegelglad en hielden de roeiers het droog. Maar zondagavond stond er ondanks de afwezigheid van de wind nog aardig wat branding. Nu weten de roeiers en stuurman [Piet Smit](#) wat varen in de branding betekent. Bij het nemen van de golven spleet de scherpe boeg van de boot een breker uiteen, waarna een gordijn van water

over de bemanning neerdaalde. De boot was op traditionele wijze door tien paarden naar zee gebracht en vanaf de bootwagen gelanceerd. Door de golf schoten enkele roeiers van hun roeidoft. Niemand raakte gewond. "De boot ging prachtig door de branding", zegt stuurman **Smit** vol bewondering over de vaareigenschappen van de 111 jaar oude, gerestaureerde roeireddingboot. 'Alle mannen hadden geen droge draad meer aan hun lijf. Maar ze hebben genoten van de korte roeitocht door de branding.' De meeste van de 10 roeiers van de '**Secretaris Schumacher**' hebben jarenlange ervaring met het sloeproeien in de HT-race, maar dit was een nieuwe ervaring voor hen. "We hebben extra respect gekregen voor de redders die in het roeitijdperk van de **Reddingmaatschappij NZHRM** onder heel wat zwaardere omstandigheden met de reddingboot in zee staken en voor wie geen weg terug was. Als zij uit gingen was er immers een schip in nood. Als de branding ons te gek wordt lassen we het lanceren gewoon af."



Photo's : Jan de Koning ©

De **Koninklijk Nederlandse Reddingmaatschappij (KNRM)** verleende assistentie bij de demonstratie en was met een reddingboot stand-by. De lancering werd bijgewoond door naar schatting **4000 toeschouwers**. Op **18 augustus** wordt de '**Schumacher**' bij Oosterend naar het strand gereden. Afhankelijk van de branding wordt de boot opnieuw gelanceerd.



Inquiry after River Thames tug boat capsizes and sinks

Investigations have begun into why a tug boat overturned and sank on the River Thames in south-east London. One crew member is still missing after the vessel got into difficulties at Convoys Wharf in Deptford, near Greenwich Pier, on Friday morning. A search, involving police, the **Port of London Authority**, the fire brigade and lifeboat crews, was called off about four hours after the tug sank. The first stages of an operation to raise the sunken tug has begun. Two of the three-man crew were safely rescued from the water after the vessel, called **Chiefton**, capsized at about 10:50 BST. The section of the river around Greenwich Pier was closed while a major search-and-rescue operation for

the missing crewman was ongoing. At about 15:00 on Friday the Maritime and Coastguard Agency (MCA) said the search had been called off.

The MCA said: "The Port of London Authority (PLA) is beginning the first stages of an operation to raise the sunken tug. "Depending on the circumstances, this will be carried out by PLA or by a salvage contractor. "The Marine Accident Investigation Branch have begun an investigation into the causes of the accident." A PLA spokesman said a search of the coastline was carried out by police on Saturday morning but the man was still missing. He also urged boat owners to avoid the area of the Thames where the tug sank.

The **Chiefton**, which is based at Gravesend in Kent, was towing a crane barge named **Skyline** at the time of the incident. **Source : BBC**

NAVY NEWS



The French nuclear powered aircraft carrier **CHARLES DE GAULLE** arrived back in the port of Toulon last Friday. The French aircraft carrier will rest several months in order to get the required maintenance work after almost 9 month at sea. The crew was welcome by the French President **Nicolas Sarkozy** and Defense Minister **Gerard Longuet**

The stats of the air group (10 Rafale, 6 Super Etendard, 2 Hawkeye and Pedro helicopters) are impressive.

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STX Finland Turku Shipyard starts building multipurpose deck cargo vessel

STX Finland's Turku Shipyard started the production of the innovative and versatile multipurpose deck cargo vessel ordered by Oy Gaïamare Ab. NB 1379 is an environmentally friendly specialised ship that will be delivered during spring 2012. The vessel has a length of approximately 105 metres and a width of approximately 19 metres, and it will provide work for about 300 persons during the different stages of production. The production start-up at STX Turku Shipyard took place in a traditional manner. The event was attended by representatives of Oy Gaïamare Ab, STX Finland Oy and classification society Bureau Veritas, as well as by members of the press.

The vessel, which represents a very high technical level, is designed for transportation of demanding and heavy project cargo, such as offshore wind farm structures. The ship is also very suitable for transporting energy wood in the Baltic Sea region. The multipurpose deck cargo vessel is also designed to operate as an oil spill response vessel, both at open sea and in the archipelago, and it can be equipped with versatile oil spill response equipment. The diesel electric propulsion system supports the diverse utilisation of the ship, while being energy efficient and low carbon.

The vessel has numerous innovations that are new in the field. For the first time, we will see a cargo vessel with diesel electric propulsion that is designed to use alternative bio-oils as fuel. Additionally, the vessel includes Double Acting Ship (DASTM) mode, which means it can run ahead and astern in ice. It is also exceptional that this cargo vessel was designed and equipped to recover oil from the sea. This ice class 1A vessel, which can operate all year round, has large tanks with the approximate volume of 2700 m³ for recovered oil, which will significantly increase the storage capacity of current Finnish oil spill response fleet. "This technically highly advanced vessel is very important for Turku shipyard. The project will also promote production in Turku shipyard. During the fall, we will also start the production of the cruise ferry for Viking Line. The design and purchase processes of the multipurpose deck cargo vessel have gone according to plan. Cooperation between the shipyard, the client, the classification society and the material and unit suppliers has worked very well," said Jari Anttila, director of STX Turku Shipyard. **Source: Cruise Industry News**

NASSCO Awarded \$24.5m Contract Modification

Friday, August 12, 2011 National Steel and Shipbuilding Co., San Diego, Calif., is being awarded a \$24,536,862 modification to previously awarded contract (N00024-08-C-4410) for **USS Harpers Ferry (LSD 49)** fiscal 2011 extended docking phased maintenance availability (EDPMA). An EDPMA provides for an extensive renovation and modernization of an LSD class ship, including alterations and repairs as well as inspection and testing to all ships systems and components ensuring safe and dependable operation of the ship. Work will be performed in San Diego, Calif., and is expected to be completed by July 2012. Contract funds in the amount of \$14,548,842 will expire at the end of the current fiscal year. The Southwest Regional Maintenance Center, San Diego, Calif., is the contracting activity. **Source : MarineLink**

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Above seen Brittany Ferries vessel **Pont Aven** passing HAL's **Maasdam** berthed in Cobh Cruise Terminal 13th August.
Photo : Aidan Fleming ©

Saudi port officials deny container handling times and costs soaring

Prices for transportation of a truckload of containers from King Abdul Aziz Port in Dammam have shot up 300 per cent to 1,000 Saudi riyals (Dh979). Earlier, the price for a truckload was 350 riyals. But a senior port official has denied either any increase in the prices of transportation charges or any delay in clearing the goods. Speaking to Gulf News, many truck owners and customs clearance agents attributed the steep hike in transportation charges mainly to the slow procedures in handling goods at the port. The shortage of equipment for cargo handling and malfunctioning of some of the equipment are other major factors, they said. Abdul Rahman Al Otaishan, chairman of the Ground Transportation Committee, said that the situation at the port was chaotic. "The procedures for the entry of goods as well as their inspection and clearance have been delayed considerably and hence the transportation prices have shot up 300 per cent. Most often truck drivers are forced to wait up to three days at the port, and they cannot leave the port without completion of clearance of their load," he said. Al Otaishan sought the intervention of the port authorities

to put an end to this crisis immediately as it negatively impacts consumers due to the increase in the prices of goods that were transported from the port to the local market.

Insufficient facilities

Ayed Al Harbi, a customs agent, said that the mechanism and facilities for checking goods at the port are quite insufficient and also defective. "They are quite inadequate to handle the quantity or volume of goods received at the port. More-over, the procedures for handling goods and loading them were being delayed by the slowness of the concerned company as well as the shortage of loading and unloading workers," he said. "This has led to the piling up of huge quantities of goods at the port," he said. He added that this results in huge losses to owners of these goods and subsequently prices of consumer goods also increase.

Abdul Latief Al Homain, member of the Ground Transportation Committee, said that the Dammam port is witnessing a huge flow of goods during the Ramadan season as was the case in past years. "This resulted in the piling up of goods in the port, pending their clearance for several days," he said. Naeem Ebrahim Al Naeem, director general of the port, has denied reports about the delay in the clearance of goods and the subsequent hike in the cost of transportation. The maximum period of time each truck takes to complete the procedures of handling goods ranges between two and three hours. "On some occasions it may take four hours," he said while refuting reports that there are trucks stuck at the port for more than one day waiting to load goods. The port chief noted that the port cleared 153,000 containers by the end of July compared with 117,000 in the first quarter. **Source: Gulfnews**



The new Belgian pilot SWATH **WIELINGEN** arrived from the builders in Lemwerder (Germany) in the Belgian port of Ostend, this is the 2nd SWATH for VLOOT, a total investment of more than 12 mio euro **Photo : VLOOT**

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MAERSK RESILIENT DEPARTED FROM KEPPEL VEROLME YARD



Photo top : Henk van der Heijden (c)



[Maersk Drilling's](#) jack up drilling rig [Maersk Resilient](#) left the [Keppel Verolme](#) yard on Saturday in tow of the [Tor Viking II](#). Later at sea the [Subhadra](#) also connected.



Photo top : Henk van der Heijden (c)

The yard brought the rig in compliance with North Sea regulations. In particular, [Keppel Verolme](#) widened the spudcans and installed longer skirts

Photo left : Hans Hoffmann (c)

ISLAND INTERVENTION NAMED



The offshore construction vessel, **ISLAND INTERVENTION**, of the SX121 design from ULSTEIN was named. Shipowner **Island Offshore** has great expectations for the new vessel, which will carry out advanced operations in the Norwegian Sea this autumn.



Island Offshore is a world leader within light well intervention and managing director of the company, Håvard Ulstein, says that its entire fleet is currently fully booked: "**Island Intervention** will become an important addition to our fleet. This autumn, the vessel will be installing a series of production trees on the seabed in the Norwegian Sea for a Norwegian oil company. This is a complicated operation, but we are confident, that with the right crew, this vessel is the best equipment for the job. Our experience with its sister vessels, Island Constructor, also delivered by **ULSTEIN**, is very good and we therefore have great expectations for the new vessel," ends Håvard Ulstein.

The 25-meter wide and 120-meter long vessel can accommodate 100 persons. The vessel is fitted with a tower for module handling, moonpool, ROV hangar, offshore crane, helipad, and a diesel-electric propulsion system. The vessel is also equipped with **ULSTEIN COM™** and **ULSTEIN IAS™**.

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Otto results hit by contracts cancellation

Otto Marine's second-quarter results were hit hard by the termination of sales contracts worth S\$21m (\$17.3m) for two AHTS vessels. The offshore ship construction firm posted a net loss of S\$40.94m in the quarter as against a net profit of S\$17.3m in the same period of last year. Revenue also declined significantly to S\$41.73m compared to S\$129.67m a year earlier, it announced to the Singapore Exchange. Otto attributed the poor results largely to a reduction in revenue from its shipbuilding, ship repair and conversion segment, reversal of profit recognised for the termination of the sales contracts for two AHTS vessels, and a loss-making position in the geophysical segment due to lower utilisation of the seismic vessels. "Global economic conditions as well as the general environment of the shipbuilding industry remain challenging," Otto said. **Source: Seatrade-Asia**



Above seen the **Stanford Buzzard** in final stages for delivery from **Mawei SY**. SE China
Photo : Robin Reeves ©

Dubai's Port & Free Zone said to be raising \$850 million loan

Port & Free Zone World FZE, the holding company for Dubai-based ports operator **DP World Ltd.**, is raising \$850 million from a syndicated loan to refinance debt, three bankers familiar with the plan said, Bloomberg reports. The five-year loan has conventional and Islamic portions and pays a margin of 350 basis points, or 3.5 percentage points, over benchmark rates, one of the bankers said. The payment rises to about 375 basis points after including fees, he said. The loans are backed by shares of DP World, the world's fourth- biggest port operator, the bankers said. HSBC Holdings Plc, Standard Chartered Plc, Deutsche Bank AG and Citigroup Inc. are managing the conventional loan, two of the three bankers said. Dubai Islamic Bank PJSC, the United Arab Emirates' biggest bank complying with Shariah-compliant banking rules, is managing the Islamic portion, they said. A spokeswoman for Dubai World, Port & Free Zone's parent, declined to comment. Officials at HSBC, Standard Chartered, Citigroup and Deutsche Bank declined to comment. They didn't wish to be identified because of company policies. A spokesman for Dubai Islamic Bank didn't immediately comment. Port & Free Zone controls DP World and Economic Zones World, which owns Jebel Ali Free Zone, the business park in Dubai adjoining DP World's flagship Jebel Ali port. The company raised an \$853 million and

a 551 million-dirham conventional loan in 2008 which matures in September, according to data compiled by Bloomberg. **Source : PortNews**



Boskalis TSHD **SHOALWAY** seen operating in Lisbon (Portugal) – **Photo : crew Shoalway ©**

Hapag-Lloyd profit drops 87% to \$37m

Hapag-Lloyd's second quarter profit tumbled to 26 million euros (\$37 million) from \$294 million in the second quarter of 2010 as declining rates and higher fuel costs offset a 3.3 percent increase in container volume, the Journal of Commerce reports.

The German container line said its results also were affected by soft demand for transport services in Japan following the March earthquake and tsunami, and the dollar's weakness against the euro. Revenue for the quarter totaled \$2.1 billion, down 9 percent after conversion into euros. Hapag-Lloyd said it expects continued growth for container shipping in the medium to long term but "short-term results will be influenced by high crude oil prices and pressure on freight rates as a result of tougher competition, particularly in the Asia-related trades."

Hapag-Lloyd's average freight rate fell to \$1,531 per 20-foot-equivalent unit from \$1,563 in the first quarter. For the year's first half, a 4.4 percent increase in average rates to \$1,546 was offset by bunker costs that surged from \$480 per metric ton in January to more than \$630 in June.

Container volume rose 3.3 percent to 2.5 million TEUs. Regional totals included the North Atlantic, 582,000 TEUs, up 1.5 percent; Latin America, 559,000 TEUs, up 7 percent; the Far East, 549,000 TEUs, down 2.6 percent; the trans-Pacific, 560,000 TEUs, up 8.3 percent; and Australasia, 284,000 TEUs, up 2.9 percent.

For the first half of the year, earnings before interest and tax totaled \$60 million, down 80 percent from \$310 million in the first half of 2010. TUI, the German tourism group that is Hapag-Lloyd's largest shareholder, said its quarterly loss widened to \$56.4 million from a loss from \$17 million a year earlier because of unrest in North Africa, foreign exchange effects and high fuel prices. TUI has been trying to sell its stake in Hapag-Lloyd. A plan for a public listing of the container line was postponed earlier this year. **Source : PortNews**

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The **HERAKLES** seen passing the Breediep – Photo : Frans Sanderse (c)

Shell admits to oil leak in the North Sea

Few people will forget the BP oil spill in the Gulf of Mexico. The helplessness and anger are still palpable in some populations struggling to rebuild. So, how is it that any oil spills can occur without the oil company acknowledging that a problem exists? Does this seem disturbingly familiar to anyone?

According to a news alert issued by the National Association of Radio Distress-Signalling and Infocommunications:

Oil giant Royal Dutch Shell has said it is working to stop a leak at one of its North Sea oil platforms. The leak was found near the Gannet Alpha platform, 180 km (113 miles) from Aberdeen, Scotland. The company would not say how much oil may have been spilt so far, though it said it had "stemmed the leak significantly".

One of the wells at the Gannet oilfield has been closed, but the company would not say if production was reduced. The company says it has sent a clean-up vessel to the location and has a plane monitoring the surface. The leak was found in a flow line connecting an oil well to the platform.

Shell confirmed the leak was continuing but said it was being reduced and was "not a significant spill". The UK Department of Energy and Climate Change said it was in contact with Shell and investigating the incident in the usual way. The department's spokesman added that it understood from Shell that there was a "finite amount of oil that can be dispersed" but stressed that regulators were taking the leak seriously.

The Health and Safety executive confirmed it was monitoring the situation. A Scottish government spokesman also said it was monitoring the situation and would update ministers, adding that Marine Scotland, which manages Scotland's waters, was in close contact with key organisations including Shell.

A Shell spokesman said it was "managing" the leak. "We deployed a remote-operated vehicle to check for a sub-sea leak after a light sheen was noticed in the area. "We have stemmed the leak significantly and we are taking further measures to isolate it. "The sub-sea well has been shut in, and the flow line is being de-pressurised," he added. It is unknown how much oil may already have been spilt. The Gannet oil field reportedly produced about 13,500 barrels of oil per day between January and April of this year. Friends of the Earth Scotland said the spill showed the dangers of offshore drilling in the North Sea. "Any spill, however small, should serve as a warning sign and encourage us to look to a clean, renewable energy future, rather than continuing to invest in dirty oil," said Juliet Swann, head of campaigns at the environmental group.

The field is co-owned by Esso, a subsidiary of US oil firm Exxon but operated by Shell. Shell can have a Website with a picture of a cute frog, and a whale jumping out of the ocean on a page titled "Environment and Society", however, that does not negate the fact that they are an oil company with an oil leak that is not mentioned on their website anywhere. I think a little bit of honesty and a whole lot of oversight would be a tremendous step. **Source: RSOE**

LUKOIL-Bunker makes bunkering to Prirazlomnaya offshore rig

Murmansk branch of LUKOIL-Bunker LLC completed on August 9 bunkering diesel fuel to the "**Prirazlomnaya**" offshore drilling platform at the dock of the 35th Shipyard in the port of Murmansk, the company said. The LUKOIL-Bunker team of specialists tackled the complicated task: to lift the fuel to the height of 50 meters. The firm also supplied fuel to the tugboats that will be involved in transportation of the platform to the Prirazlomnoye oil field in the Pechora Sea.

Ice-resistant fixed offshore drilling rig "**Prirazlomnaya**" is a giant structure, which weighs about 117000 tons. The platform was transported from Severodvinsk to Murmansk in the fall 2010 for completion of the ballasting and outfitting at the 35th Shipyard – a Murmansk branch of the Center for ship repair "**Zvezdochka**."

The **Prirazlomnoye field** was discovered in 1989. It is located on the Pechora Sea shelf 60 kilometers off the shore (Varandey settlement). Prirazlomnoye field has reserves of 610 million barrels. The estimated maximum annual oil production volume is expected to be 6.6 million tons. LUKOIL-Bunker is a subsidiary of Russian oil giant LUKOIL. The Company's major activities – supply of marine fuel at sea and river ports of Russia and Bulgaria, MFO wholesale supply. LUKOIL-Bunker is rated among the top largest suppliers of bunker oil products at Russian ports. **Source : PortNews**

Lagos Port suffers congestion

A major crisis situation has hit terminals C and D at the Apapa Quay, Lagos Port Complex, operated by ENL Consortium Limited, an indigenous port operator, with dire economic implications for Nigerians, AllAfrica reports.

More than nine vessels bearing over 24,960 metric tons of fish, 28,125 metric tons of rice and 5,447 metric tons of soda ash are currently stuck at the terminal as they are yet to find space to berth since July 25. ENL commenced operations in April 2006, with a 10- year term of lease.

The company, which paid a commencement fee of \$2, 000, 000, 00 according to the Nigerian Ports Authority (NPA), operates from berths 6 - 14 with a total length of 1720 meters. The terminal was in contention for many years, between ENL Consortium and Michelle Nigeria\Gold Star Line.

Investigations by Daily Independent revealed that 10 ships are occupying the available berths in the terminal, some of which berthed since July 10, carrying commodities ranging from rice, fish and general cargo. The terminal is also expecting the arrival of additional 10 vessels in the next days with over 234,785 metric tons of various commodities including bagged cement, fish, general cargo, rice and B/clinker according to Shipping Position published by the Nigerian Ports Authority. There are indications that the recent accident at the terminal, where a trailer plunged into the sea at berth 9, killing the motor boy attached to the vehicle may have contributed to the crises. But the terminal officials denied any linkage with the accident.

The truck was to load rice at the terminal, when it plunged into the sea and efforts to rescue the driver and the truck were abortive as divers, brought in to assist in pulling out the truck failed due to high tide, according to sources. "No, it has nothing to do with the trailer accident," said Mark Walsh, general manager of ENL Consortium. He said the accident did not affect anything, attributing the crises at the terminal to weather concerns.

He told Daily Independent on the telephone that because of the rains, they cannot open the hatch of the vessels to discharge fish, cement, rice or other commodities, adding that the situation is what is responsible for the delay in discharge of the commodities. ENL had also suffered major losses some time in 2008 when dockworkers in collaboration with hoodlums invaded the terminal, damaging properties to protest the death of three seafarers who reportedly died following a crane failure on a vessel discharging cargo at the terminal. **Source : PortNews**

.... PHOTO OF THE DAY



The **CAP DIAMANT** seen arriving at the **MOT 2** in Rotterdam-Europoort – **Photo : Frans Sanderse (c)**

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