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Above seen MV TRINITY SUPPORTER currently under conversion into a Warehouse Vessel at ST Marine shipyard in Singapore - Photo: Audrey Hing ©

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The **BUGSIER 19** seen riding high during North Sea operations
Photo : Capt. Jan Plug – Master Acergy Falcon ©

VALE BRAZIL ARRIVED IN PORT OF SOHAR



The new bulk jetty in the [Port of Sohar](#) received its first 400,000 dwt bulk carrier called '[VALE BRAZIL](#)'. The vessel came in fully loaded from Ponta de Madeira in Brazil to Sohar with a draft of 23 meters. With one shipment of iron ore carried in the Vale Brazil it is possible to produce 450.000 saloon cars or 3 times the Golden Gate Bridge in San Francisco. Port of Sohar is a growing port and industrial area in Oman and is a joint venture between the Government of Oman and the Port of Rotterdam. In 2010 Port of Sohar handled more then 2200 ship movements. This number will significantly increase from 2011 onwards now that large bulk carriers start calling at the new bulk jetty.

Photo's : Richard Stam / Edwin van Espen ©



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

Domestic financing not enough for Korean owners

South Korean shipping players have asked the government for emergency financing to fund 36 vessels amounting KRW 1.2trn (\$1.1bn). Korea Asset Management Corporation (KAMCO) said that a total of ten shipping companies applied for ship purchasing projects totaling 36 newbuilds. However, only KRW500bn is available from KAMCO. The state finance firm has said it will announce which projects have been greenlighted by early December. **Source:** Seatrade-Asia



Above seen the **NORDNES, HAVILA BORG** working near the impressive **Draugen platform**.
Photo top : as seen from seismic vessel **Fugro Searcher**



Photo : Bert de Ruiter ©

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Rescuers save Norwegian cruise liner



Police Chief Jon Steven Hasseldal was optimistic but cautious. "This has been a positive development, but it is not over," Hasseldal said in Aalesund, northwest of Oslo. Five pumps

Salvage teams reported progress as they pumped water from a tilting Norwegian cruise liner in danger of capsizing, a day after a fire on board killed two crew members and forced the evacuation of 260 other people. The **MS Nordlys**, which was tilting at an angle of 21.7 degrees in the morning, had slowly righted itself and was listing at 16 degrees in the evening as additional pumps spewed water from the slanting ship's bowels, officials said.



were installed in the ship during the day after salvage teams were forced to leave the vessel in the night for fear it might capsize as more water gushed in.

"We have not managed to seal all holes in the hull," Hasseldal said but added they were pumping out more water that was coming in. The **MS Nordlys** was one of 12 Hurtigruten shipping line vessels that plied Norway's craggy coast on the popular 2500km route to Kirkenes, high above the Arctic Circle and near the Russian border.

An explosive fire in the engine room caused the evacuation of the ship, with 207 passengers and 55 crew on board. All the passengers were evacuated safely. Two crew members, aged 18 and 57, were found dead in the engine room while nine others were admitted to hospital, two with serious injuries

including burns. Three rescue workers were treated for mild injuries from inhaling smoke. Thick black smoke billowed from the stern of the ship when it sailed into Aalesund, forcing police to temporarily seal off parts of the town as smoke engulfed nearby buildings. Crew member Tommy Didriksen said the fire caught them off-guard. "It was an inferno, it happened unbelievably fast," Didriksen said.

Hurtigruten said it was organising emergency passports and providing money for passengers, some of whom had to leave belongings on the boat during the evacuation. **Source :** NZ Herald **Photo's :** Svetozar Catovic RRM ©

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The **ACERGY FALCON** seen operating close to the **LYNDIA BOSSLER** – **Photo :** Joris van der Aa ©

IMO approves further interim guidance on privately contracted armed security personnel

Further interim guidance on the use of privately contracted armed security personnel (PCASP) on board ships to counter Somali-based piracy has been approved by an IMO intersessional working group. The Intersessional Maritime Security and Piracy Working Group of the Maritime Safety Committee, which met at IMO Headquarters in London from 13 to 15 September 2011, approved the following Maritime Safety Committee (MSC) circulars for dissemination:

MSC.1/Circ.1408 on Interim Recommendations for port and coastal States regarding the use of privately contracted armed security personnel on board ships in the High Risk Area;

- MSC.1/Circ.1406/Rev.1 on Revised Interim Recommendations for flag States regarding the use of privately contracted armed security personnel on board ships in the High Risk Area;
- MSC.1/Circ.1405/Rev.1 on Revised Interim Guidance to shipowners, ship operators and shipmasters on the use of privately contracted armed security personnel on board ships in the High Risk Area; and

- a joint MSC and Facilitation Committee (FAL) circular on Questionnaire on information on port and coastal State requirements related to privately contracted armed security personnel on board ships, which is aimed at gathering information on current requirements.

The circulars provide interim guidance and recommendations to be taken into account when considering the use of PCASP if and when a flag State determines that such a measure would be lawful and, following a full risk assessment, appropriate. As stated in the circulars, the interim guidance and recommendations “are not intended to endorse or institutionalize” the use of armed guards. Therefore, they do not represent any fundamental change of policy by the Organization in this regard. It is for each flag State, individually, to decide whether or not PCASP should be authorized for use on board ships flying their flag. If a flag State decides to permit this practice, it is up to that State to determine the conditions under which authorization will be granted. The use of PCASP should not be considered as an alternative to Best Management Practices (BMP) and other protective measures. BMP4 has recently been issued by the shipping industry and will shortly be disseminated by IMO (as MSC.1/Circ.1339). **Source: IMO**



The rig [West Capella](#) flaring a well at the USAN field offshore Nigeria.

Photo : Capt Howard Baker - Marine Warranty Surveyor ©

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Bound To Fail

Why are armed guards currently so popular? Well the answer is simple, no ship has yet to be taken by pirates with an armed team onboard. But for how long can this continue? Well according to EUNAVFOR, not much longer. Captain Keith Blount, chief of staff at the counter-piracy task force, speaking at a conference organised by the International Chamber of Shipping (ICS), believes that this 100% record will inevitably fail. He stated that pirates will take a ship with armed guards on board, it is simply a matter of time. With piracy season in the Indian Ocean soon about to ramp

up again due to the end of the monsoon season, these words may come to haunt an industry which has seen armed guards as the only ray of hope in an otherwise forlorn situation.

According to the figures from EUNAVFOR, 90% of ships surviving a pirate attack in the Gulf of Aden this year have credited a security team for aiding their escape. With such a dramatic success rate, one would be forgiven for thinking that flag States and the military would look to see the positives which are associated with the use of armed guards.

It seems that this is not the case, according to the feedback provided at the conference, the military state that they are "completely agnostic to private armed security teams". This is perhaps unfortunate, as if they were to foster and develop closer working relationships it is clear that the military could assist the private security providers to keep their clients safe, while the private security providers could make the military's role a lot easier. It is time that the "in-fighting" stopped, and that all those on the side of "right" came together to ensure one outcome – that seafarers do not fall into the hands of pirates. **Source : ShipTalk**

Foreign ship detained for flying Jalur Gemilang upside down

A foreign vessel has been detained for flying the Malaysian flag upside down off the coast of Tanjung Piai. It is learnt that the ship had been flying the Jalur Gemilang upside down since Malaysia Day on Sept 16 and was spotted by authorities a day later.

The Malaysian Maritime Enforcement Agency (APMM) (southern region) commander First Admiral Zulkifli Abu Bakar said that the agency was currently questioning the captain of the vessel to find out why the flag was being flown upside down. "The Indonesian captain and a couple of his crewmen have been brought in for questioning APMM headquarters here. "The other 12 crewmen aged between 23 to 54 years from Indonesia, India and China have also been detained to assist in investigations," he said in a press statement. **Source : The Star**

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Somali pirates release Mongolian-flagged ship

Somali pirates have released a Mongolian-flagged bulk carrier they seized off the coast of Oman in January after receiving a ransom, pirates and a maritime monitoring group said. The 22,835-tonne Vietnamese-owned bulk carrier **MV Hoang Son Sun** was hijacked some 520 nautical miles southeast of the port of Muscat, with a crew of 24 Vietnamese nationals. "Vietnamese-owned but Mongolia-flagged bulker **MV Hoang Son Sun** was released late Thursday after the Somali pirates had received a reduced ransom in the eight-month hostage case," Ecoterra International said in a statement.

"The vessel is meanwhile in safe waters and reportedly on her way to Salalah harbour in the south of the Sultanate of Oman. The owner-manager, however, remained tight-lipped about the condition and fate of the crew." A pirate also confirmed the release.

"I don't know how much ransom they received, but the ship has been released unexpectedly. We were told yesterday that it's gone for hunting, but they were releasing it that time," a pirate who gave his name as Awil told Reuters late on Friday night from El-Dhanane coastal village. Pirates are raking in tens of millions of dollars in ransom from seizing merchant ships in the region, despite the efforts by foreign navies to clamp down on the attacks. Attacks on oil tankers and other ships are costing the world economy billions of dollars a year and the navies have struggled to combat the menace, especially in the vast expanses of the Indian Ocean.

A senior European Union navy official said earlier this week pirate attacks were expected to increase in the next few weeks as the monsoon season ends. **Source : The Star**

CASUALTY REPORTING



Photo : Frans Velthuizen (c)

Yesterday morning the 2009 built fully cellular containership **MSC Luciana** outbound from Antwerp, experienced engine trouble after it passed Flushing roads and ran aground off Breskens at 0835 hrs LT, the liner was refloated at high water around 1700 hrs Lt and proceeded to Zeebrugge for inspection



Photo : Henk de Winde (c)

SHIPYARD NEWS

A red Mammoet Salvage truck is parked next to several red shipping containers. In the background, a KLM airplane is visible on the tarmac. The text 'Smart solutions, united experience' is written in the top right corner of the image area.

24/7

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The **RIVERWIJS ROWAN** seen under construction at the ASL yard in Singapore – Photo : Piet Sinke ©

Severnaya Verf starts sea trials of VS-485 project PSV

Severnaya Verf Shipyard has commenced sea trials of an offshore platform supply vessel of Project VS 485 PSV, the shipbuilding firm said. Severnaya Verf executed the turn key newbuild contract for the Norwegian company Solvik Hull Supplies II AS, part of Solvik Offshore Group. The vessel was designed for transportation of drilling mud, dry bulk, general cargo and methanol on the open deck, for participation in the rescue and evacuation operations and extinguishing fires at oil platforms in the storm environment of the North Atlantic.

The designer is Norway-based Vik-Sandvik. Classification Society - Det Norske Veritas / DNV (Norway), flag - NIS (Norway).

Ship dimensions: length overall - 85 m, beam - 20 m, depth - 7 m, deadweight - 5 tons. The ship's cargo deck capacity - 1005 sqm, operational speed - 16 knots.

Severnaya Verf has cooperated with Norwegian design and shipping companies since 2004. In 2005, the shipbuilding firm secured a contract from Eidesvik Drift AS for two PSVs hulls of project VS 470PSV MkII, which were delivered to the customer in 2006. In 2008 the company signed a contract with Siddis Skipper II AS for another PSV hull and later the customer decided to sign with the shipbuilder a turn-key newbuild contract of project VS470PSV MkII with delivery deadline in August 2010. In 2008, Severnaya Verf landed a contract with Solvik Hull Supplies and Solvik Hull Supplies II AS, part of Solvik Offshore group, for two hulls of project VS485PSV. One hull of project VS485 was delivered to the

customer (Solvik Hull Supplies AS) in November 2009. The second hull order was updated with a turn-key newbuild contract. The VS485 project vessel is scheduled for in September 2011.

JSC Shipbuilding Plant "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 cruisers, destroyers, minesweepers, patrol vessels and antisubmarine, research and passenger vessels, timber cargo carriers, trawlers, container ships and ro-ro vessels. **Source : PortNews**

Full package from Havyard

Norwegian shipbuilder Havyard Group says that it has developed its own navigation and communications packages for ships, with the first system being fitted to the close-to-completion Saeborg. The Fosnavåg-based company is currently completing supply vessel Saeborg B102 at Havyard Ship Technology in Leirvik. The Havyard-supplied navigation and communications package includes radar, ECDIS, log, echo sounder, autopilot, conning, VDR, AIS, and GPS.

Havyard will be offering this concept as part of the design and system packages delivered to shipyards and shipowners that are building Havyard design ships at other yards in Norway and elsewhere. "We have worked quite a while in order to develop the concept of NavCom packages and this is the first delivery that shows that we have reached our development goal and can offer a complete and proven concept to our customers," says executive vice president of Havyard Global Solutions, Gunnar Larsen. "We have done everything from the planning to documentation and implementation, says Svein Olav Tørresdal, project manager nav/com at Havyard Power & Systems.

Saeborg and its equipment, has recently undergone sea trials, with promising results. Tørresdal says equipment has been ordered for three more vessels, with plans to continue supplying similar packages on all future deliveries from the group's yards. **Source : The Motorship**

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VT Halter Marine delivers second ATB tug for OSG

VT Halter Marine, Inc. (VT Halter Marine), a subsidiary of VT Systems, Inc. (VT Systems), announced the delivery of Endurance, the second 8,000 hp Articulated Tug / Barge (ATB) tug to **Overseas Shipholding Group, Inc.** (OSG), the shipbuilder said Wednesday.

This is part of a contract that **VT Halter Marine** signed with OSG in April 2010 to complete two tugs over 16 months at the former's Moss Point Marine shipyard. The first tug, Courageous, was delivered in June 23, 2011. Both Courageous and Endurance are capable of operating in full ocean service and will be used to perform ATB services transporting refined petroleum products coastwise within the US.

Measuring 42.8 meters by 11.6 meters, these state-of-the-art tugs number among the 20 ATB tugs built by VT Halter Marine, one of the leading designers and builders of ATB tugs in the US.

"VT Halter Marine is proud to deliver this second 8,000 ATB tug to OSG - our valued and important partner; and we look forward to continuing this strong relationship."

Overseas Shipholding Group, Inc. (OSG) is a Dow Jones Transportation Index company, one of the largest publicly traded tanker companies in the world. As a market leader in global energy transportation services for crude oil, petroleum products and gas in the U.S. and International Flag markets, OSG is committed to setting high standards of excellence for its quality, safety and environmental programs. OSG is recognized as one of the world's most customer-focused marine transportation companies and is headquartered in New York City, NY.

VT Halter Marine is the marine operations of VT Systems. Based in Pascagoula, Miss., it is a leader in the design and construction of medium-sized ships in the United States. VT Halter Marine designs, builds and repairs a wide variety of ocean-going vessels such as patrol vessels, oil recovery vessels, oil cargo vessels, ferries, logistic support vessels and survey vessels. **Source : PortNews**

Shipyard 'war' threatened 300 jobs

BITTER infighting has again erupted inside the nation's largest defence project, further delaying the construction of the navy's \$8 billion air warfare destroyers and narrowly averting major job losses at a Melbourne shipyard. The dispute, which threatened at least 300 manufacturing jobs at the Williamstown shipyard, was solved only late last week after the Minister for Defence Materiel Jason Clare, requested an explanation from the warring parties.

Sources say the stand-off, which has dragged on behind the scenes for months, is likely to delay construction of the hull blocks for the second AWD by at least two months. This is in addition to a delay of at least 12 months in the project due to faulty keel construction. The construction of the three complex 6500-tonne destroyers, which will be fitted with US-designed Aegis missile defences, is the country's largest and most ambitious defence project and is seen as a test for the future of naval shipbuilding in Australia. The dispute is understood to have arisen when the prime contractor, Adelaide-based AWD Alliance, refused to provide the data for the construction of keel blocks on the second destroyer to Melbourne shipbuilder BAE Systems.

There has been bad blood between BAE and the Alliance (comprising the Defence Materiel Organisation, the Australian Submarine Corporation and Raytheon Australia) since BAE botched work on a keel block for the first AWD earlier this year, delaying the project by at least a year. BAE blames that partly on poor data from the Alliance.

The Alliance said it did not want to give BAE the data packs for the second AWD because it did not want to overload the Williamstown shipyard, which was already busy building the keel blocks for the first AWD. "The focus of the Alliance was ensuring the delivery of Ship 1 blocks, which were still in work at that time," an Alliance representative said.

Sources said BAE strongly objected to the unexpected delay in the delivery of the data packs for Ship 2 because it left dozens of workers idle at Williamstown. In frustration, BAE contacted Mr Clare directly, briefing him on the dispute and warning of job losses, in Williamstown, which is in Health Minister Nicola Roxon's seat of Gellibrand. Mr Clare is understood to have then asked the Alliance to brief him further on the dispute, but on Friday the Alliance agreed to release the data packs to BAE this week, which it has done. The steel hulls for the three destroyers are being built in separate blocks in Adelaide, Newcastle and Williamstown before being assembled by ASC in Adelaide. In May, Defence Minister Stephen Smith announced a reallocation of work on the hull blocks between the shipyards to reduce the workload on BAE, which built the 200-tonne central keel block for the first ship to the wrong dimensions.

Sources say the latest dispute reflects a lack of confidence within the Alliance that BAE can carry out its AWD work properly. BAE and Mr Clare declined to comment. **Source : The Australian**

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The newbuilding hull **JASCON 18** spotted in Singapore last Saturday - Photo : Piet Sinke ©

Mexico: CHEC Wins Bid for Phase 1 of Manzanillo Container Terminal

China Harbour Engineering Company Ltd. (CHEC) and **International Container Terminal Services SA** signed the contract for Stage 1A of Phase 1 of the Manzanillo container terminal in Mexico. The project, in the form of EPC, with a contract value of \$ 221 million, involves the construction of two 720-meter container berth coastlines, a 28.5-hectare container yard, an integrated transportation area, etc. The contract's conclusion is of great importance for CHEC to enter Mexico and further explore regional markets in Latin America. Source: CCCC Ltd



Above seen a photo showing the progress of Pier B at **Cape Lambert**, which should open late next year, first with two berth then four, same as pier A, however, pier B can be extended to eight berth if there is a need for it. We have been fortunate to see heaps of difference vessels over the last nine month and are expecting many more to come.

Photo : Carl Jernert ©

Cargo handling comes to a standstill at NMPT

Three ships have been diverted from Mangalore to other ports because the three cranes at the port to download cargo are not being operated, according to M. Shekhar Pujari, president, Association of New Mangalore Port Stevedores. NMPT has, however, denied this. The crane providers have stopped operating because of the stand-off with the port authorities over revision of licence fee. Sources in NMPT said that the crane providers wanted to renegotiate the fee because of insufficient cargo. The port did not agree to revision of the fee, which led to the providers withdrawing operation. "We can't change the quoted rates," port sources said. Attempts were on to discuss the issue with the port's board and resume crane services, they said. For the past few days, work had been affected in the port owing to inaction of harbour mobile cranes (HMCs), the association said. "The port should have found (an alternative) six months ago," he said. The cranes are used by gearless ships (that do not have a crane onboard) brought by the exim trade and by other ships whose cranes are out of order.

He said that the port and the HMC contractors did not give sufficient notice period of at least 45 days to export-import traders and port users to plan an alternative to handle their shipments. "This is a shock and a huge loss to exim trade and port users in NMPT," he said. Port users, charterers (who chartered the vessel for exim trade) and ship owners who undertook contracts for handling cargo were facing unexpected losses and demurrages, he said. If the crane was not there, the ship would move away without unloading the cargo. "The vessels will go to other ports and once they get used to another port, why will they come back to Mangalore?" he said. "Why doesn't the port have shore cranes? It is a basic infrastructure at a port. That will put an end to all the trouble over cranes". Port sources said that they did not expect the crane providers to discontinue. "There was no bad relationship. Suddenly, they have reacted, it is not planned," they said. Traffic was "not affected even marginally" because gearless vessels were using the port, they said. About the suggestion by Mr. Poojari that the port must have shore cranes, they said "that is also being tried."

P. Tamilvanan, Chairman, New Mangalore Port Trust, said: "There is no intention to stop crane operation." He said that the five-year term for operating cranes ended on September 3. They asked the port to remove the licence fee and to increase the rate as iron ore traffic had reduced. "They do not want to pay the licence fee at all. I said I cannot increase the rate," he said. The rate now is Rs. 38 per tonne handled as fixed by the Tariff Authority for Major Ports (TAMP). Mr. Tamilvanan said the port had requested the operators to continue their operation for six months but "never thought they would refuse". He said that he had had meetings everyday on the issue to persuade them to resume work. It was not fair of the crane operators to ask for a higher price. "I hope they come back," he said. He said two vessels, one of 8,000 tonnes and one of 11,000 tonnes, had been diverted. **Source: The Hindu**



The SMS Towage Ltd tugs **Trueman**, **Norman** and **Yeoman** seen in King George Dock in Kingston - upon - Hull.
Henk Claeyes ©

RT DARWIN & RT TASMAN READY TO DEPART FROM SINGAPORE



In Singapore the KOTUG tugs **RT DARWIN** and **RT TASMAN** were seen last weekend during preparations to depart with the barge **UR-171** bound for Stavanger (Norway), the tugs are crewed by **REDWISE** and are under command of the captains **Erik Wiegman** and **Hans Zimmerman**,




The approx 12.000 nm trip which will go via Sunda Straits towards South Africa, in the bunker stops will be made in Mauritius and Cape Town (or Walvis Bay) to Norway

On behalf of all the readers we wishing **Capt Erik** and **Hans** and their crews safe sailing on this trip.

All photo's : Piet Sinke ©





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The **ATLANTIC REEFER** seen outbound from Rotterdam – Photo : Ria Maat ©

Incident Reports

CINSnet, a database set up by five of the world's biggest container lines to share information on cargo related incidents, is going live after successfully completing its pilot stage. CINSnet has been funded by the Cargo Incident Notification System (CINS) organisation, a collaboration which began in November 2010 between CMA-CGM, Evergreen, Hapag Lloyd, Maersk Line and Mediterranean Shipping Company. Carriers and ship operators from across the maritime industry are now being invited to join as members of the organisation, to work together and as such trying to reduce the number of accidents caused by problems including poorly stowed cargo, incorrect packaging or inaccurate weight declaration.

The objective of the CINS organisation is to highlight risks posed by certain cargoes and/or packing failures in order to improve safety in the liner shipping industry. This is done by capturing and analysing information within the CINSnet database, looking for specific incidents which may require immediate action or assessing incident trends. Once areas of concern become apparent they can be addressed to relevant authorities to formulate appropriate recommendations or advice, such as amendments to the IMDG Code. This may include advice on training issues on the packing and securing of cargo in containers. The main components of CINSnet are incident/ bulletin reporting and searching.

"The original idea was to focus on hazardous freight, but the CINSnet will now cover all incidents that involve cargoes." according to CINS Organisation chairman Dirk Vande Velde (MSC Corporate Manager for Chemical Transports and Director Environmental and Social Business Affairs): "Rather than restrict the aims of CINSnet, the founder members have decided to let the scheme evolve in whatever direction seems appropriate. Eventually membership could even be extended to the non-container sectors, with interest already expressed by some bulk and ro-ro ship operators who can also see the benefit of CINSnet as a valuable risk management tool. For any clear pattern

emerging that could require regulatory intervention, the lines will now have the hard facts to support their claims and no longer have to rely on anecdotal evidence when presenting their case. CINS members anticipate that, over time, the database will also reveal how widespread unsafe practices are in the industry. Information which can be used to press for better advice and training, as well as legislative changes.”

The CINS organisation selected Exis Technologies to develop the CINSnet database, report processing and network functionality that drives the CINS initiative. The CINSnet pilot system was delivered to CINS in July after 3 months of development and programming. CINSnet is hosted on Exis Technologies energy efficient servers managed by Aimes Grid Services, Liverpool, UK.

Ken Burgess, Chairman of Exis commented, “We are delighted to have been involved in this groundbreaking project. Exis has been developing and selling systems to manage the safe transport of dangerous goods in sea transport for 24 years, so CINSnet is really a recognition by the industry that we do need to address the issue of safety, but at the same time that we can make improvements by working together and communicating.”

The TT Club and International Group of P&I Clubs have acted as advisers to CINS. They have both welcomed the initiative, which will give insurers a much clearer idea of cargo-related risks. The identity of shippers whose cargo may have been responsible for an incident will not be revealed, with CINS complying with both the US Sherman Act and European Union antitrust law.

For further information and to join the CINS network visit www.carriers-cins.org and www.cinsnet.org , or contact Dirk Van de Velde or Yve Vanlimbergen at +32 3 545 33 15 / +32 3 545 33 16.



The **MSC BERYL** seen outbound from Antwerp – Photo : Colinda Wisse ©

Maersk Restructures Asia-Mediterranean Service

Maersk Line is restructuring its Asia-Mediterranean service network, effective mid-September, enhancing port coverage and reducing transit times on the route. As a result, the Danish carrier will now provide three direct weekly calls at Valencia, Spain, and a new port call at La Spezia, Italy. The changes include additional calls at Jeddah, Saudi Arabia, on the AE11 Service, and Port Said, Egypt, on the AE15.

The revised port coverage of the seven AE services is as follows:

AE11: Qingdao, Busan, Shanghai, Ningbo, Hong Kong, Yantian, Tanjung Pelepas, Jeddah, Valencia, Barcelona, Genoa, La Spezia, Port Said, Salalah, Singapore and back to Qingdao, starting the westbound sailing Sept. 14 from Qingdao and eastbound, Valencia Oct. 15.

AE15: Kwangyang, Busan, Shanghai, Ningbo, Xiamen, Nansha, Chiwan, Tanjung Pelepas, Port Kelang, Beirut, Marsaxlokk, Valencia, Barcelona, Fos Sur Mer, Genoa, Marsaxlokk, Port Said, Khor al Fakkan, Port Kelang, Nansha, and Xiamen, starting eastbound Sept. 18 from Valencia.

AE5: Shanghai, Ningbo, Yantian, Tanjung Pelepas, Port Said, and Shanghai, starting westbound Sept. 22 from Shanghai and eastbound, Port Said Oct. 15.

AE1: Nansha, Kobe, Nagoya, Yokohama, Ningbo, Shanghai, Hong Kong, Yantian, Tanjung Pelepas, Port Said, Felixstowe, Rotterdam, and Bremerhaven, starting westbound Sept. 17 from Yokohama.

AE2: Singapore, Busan, Hakata, Dalian, Xingang, Qingdao, Ningbo, Shanghai, Yantian, Tanjung Pelepas, Valencia, Rotterdam, Bremerhaven, Hamburg, Antwerp, and Felixstowe.

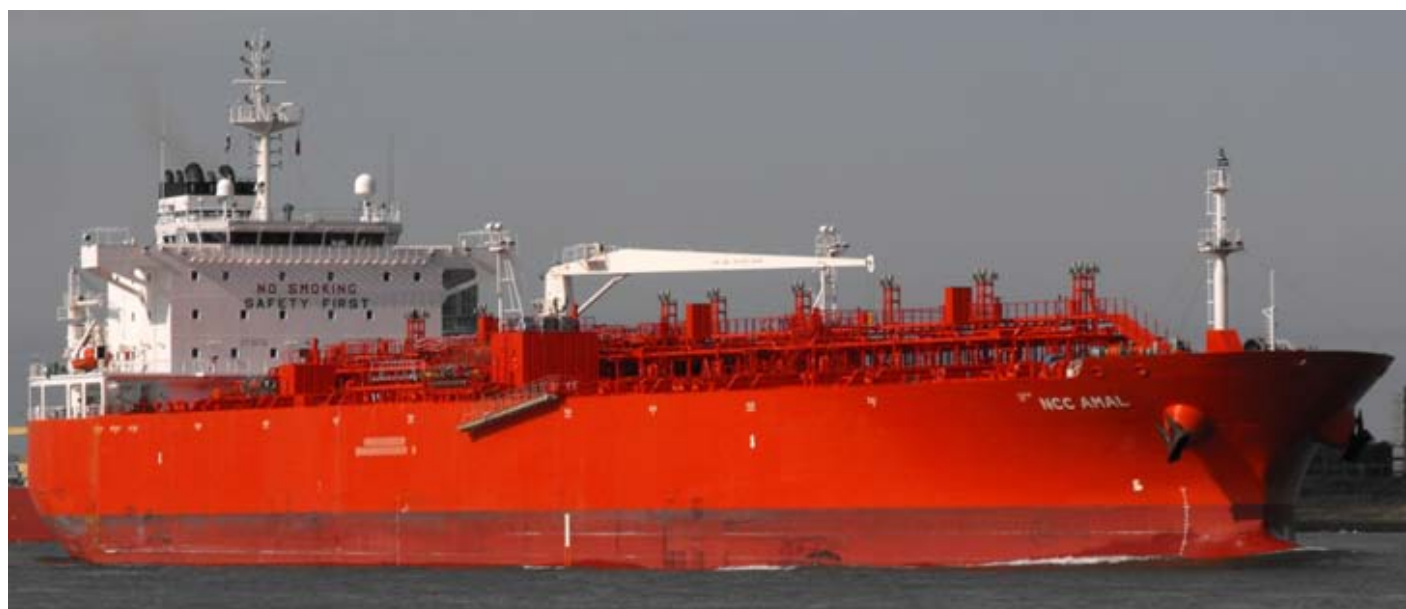
AE7: Da Chan Bay, Ningbo, Shanghai, Xiamen, Yantian, Tanjung Pelepas, Port Tangier, Felixstowe, Bremerhaven, Rotterdam, Port Tangier, Jeddah, Jebel Ali, and Da Chan Bay.

AE9: Ningbo, Shanghai, Xiamen, Yantian, Tanjung Pelepas, Algeciras, Bremerhaven, Felixstowe, Zeebrugge, Port Tangier, and Ningbo.

Source: Journal of Commerce

NSCSA receives new chemical tanker

National Shipping Company of Saudi Arabia (NSCSA) subsidiary National Chemical Carriers (NCC) received a new chemical tanker named **NCC 'Nasma'** on September 8 from SHINAsb (previously SLS) of South Korea. The 45,000 DWT ship is part of a nine-vessel order contracted by NCC from the yard during 2006 and 2007 for a total value of approximately SAR1.721 billion (US\$460 million). NCC has a further six vessels under construction at SHINAsb for a value of SAR1.159 million (US\$310 million) with deliveries expected during 2011-12, in addition to one large 75,000DWT chemical tanker, to be constructed at Daewoo Shipbuilding and Marine Engineering of South Korea at a price of approximately SAR247 million (US\$66 million) for delivery during 2013.



The July 2011 delivered **NCC AMAL** seen enroute Rotterdam – Photo : Rob Smith ©

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MARITIME ARTIST CORNER



Above seen the Watkins tug "**Java**", Oil on canvas by **Willem Eerland** - www.tableau-maritimecards.nl

OLDIE – FROM THE SHOEBOX



Above seen the 1958 built MLT flag and owned tug **ROZI** formerly **ROSSGARTH** of Rea Towing Co Ltd,GBR of which in November 1972 she was sold to MST (Malta Ship Towage) Ltd, Malta and in 1981 she was sold to Tug Malta Ltd and renamed **ROZI**. In August 1992 she was scuttled at Cirkewwa as an artificial reef.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com

RECENTLY UPLOADED HIGH RESOLUTION PHOTOS AT THE WEBSITE

RIVERWIJS EMMA
RESOLVE GLADIATOR
KENDAL

- Harbour tug
- Salvage Tug
- Offshore Support Ship

RIVERWIJS ROWAN
RESOLVE COMMANDER

- Harbour Tug
- Salvage Tug

Click at the photo album via the direct link <http://www.flickr.com/photos/33438735@N08/show/>

.... PHOTO OF THE DAY



The **STORNES** seen from the discharge boom whilst loading in Slovag (Norway)

Photo : Marc van der Stok - Chief Engineer mv Stornes ©

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