



**Number 273 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Friday 30-09-2011**

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## EVENTS, INCIDENTS & OPERATIONS



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The **POLARCUS ASIMA** seen moored enroute Shipdock (Amsterdam) – Photo : Lourens Visser ©

## TUGS SOLD BY MARCON

**Marcon International, Inc.** of Coupeville, Washington is pleased to report that the U.S. flagged tugs "**OSG Seafarer**" (ex-Seafarer) and "**OSG Liberty**" (ex-Liberty, ex-Satoco) have been sold by Overseas Shipholding Group

to Nigerian buyers. The buyers, who over the past 9 years have purchased 22 tugs & barges through Marcon, will mobilize the tugs from Tampa, Florida where they are currently moored to the new homeport in Lagos, Nigeria. Upon arrival the tugs will be employed in barge lightering of tankers in connection with owners' terminal and tank farm operations. Both tugs were built by Main Iron Works in 1971, the "**OSG Seafarer**" for Sonat Marine, Inc. of Tampa and mated with the 30,446dwt oil barge "**Ocean 255**" and the "**OSG Liberty**" for Sabine Towing and Transportation working with the 26,517dwt "**Chromalloy I**". The 135' x 36.1' x 19' depth "**OSG Seafarer**" is powered by a pair of EMD 16-645E7 diesels totaling 5,750BHP and fitted with a raised pilothouse with a 55' height of eye. The 149.5' x 37.0' x 19.9' depth "**OSG Liberty**" is powered by twin EMD 20-645E5s totaling 7,200BHP and fitted with a raised pilothouse with a 57' height of eye. Both boats had Intercon coupler systems and classed ABS +A1 Towing, +AMS Unrestricted.

## **ROSALIND MARY 1 DEPARTED FROM CHAQUARAMAS**



Above seen the **ROSALIND MARY 1**, ex ITC's **SUMATRAS**, departing Chaguaramas with a jack up barge in tow.  
**Photo : Capt. Neil Johnston – Master Salvanguard (c)**

## **Fire at Shell's Singapore refinery**



**Photo : Don McClelland (c)**

Anglo-Dutch energy giant Shell said Thursday that a major Singapore refinery was on fire and that firefighters have contained the blaze but were still working to completely extinguish it. "We believe it was an accident. A full investigation will be conducted once the fire is put out," the company said in a statement. The fire broke out Wednesday at the Shell refinery in Pulau Bukom, an islet five kilometers (three miles) off Singapore, and prompted the



evacuation of non-essential staff. About 100 firefighters from the Singapore Civil Defence Force (SCDF) and 250 “essential” Shell personnel worked overnight to contain the blaze. The plant, Shell’s biggest in the world in terms of crude distillation capacity, produces fuels, lubricants and specialty chemicals, mostly for export.

“The fire at Pulau Bukom Manufacturing Site... has been contained. We are working closely with the Singapore Civil Defence Force to put out the fire,” Shell said. “All staff are accounted for and non-essential staff have been evacuated to safety.” Shell said one company firefighter “sustained a superficial injury, and five other firefighters had heat exhaustion and pulled muscle.” Singapore’s civil defence force said in a separate statement that the fire involved petroleum products from pipes in a “tank farm” at the facility. The blaze has been contained within an area measuring 150 metres by 50 metres, the SCDF said. “The situation is now under control. However, firefighting operations are still underway at the affected area,” it added. SCDF said 21 water jets were being used for cooling operations to prevent nearby storage tanks from being exposed to the heat. **Source : vancouversun**

### Update as per yesterday Shell press release :

29/09/2011 - Shell worked closely with the Singapore Civil Defence Force (SCDF) throughout the night to put out the fire at the Pulau Bukom Manufacturing Site. The fire has now been significantly reduced and is contained to within a bunded area. Following medical attention, the six Shell firefighters have gone back to their normal duties. Staff have also reported for work at Pulau Bukom and controls have been put in place on movements in the affected areas to ensure their safety. Safety is our top priority. The units in the vicinity of the fire incident remain shut down as a precaution. As such we advise that a larger flare will be visible. The flare is a safety procedure and is no cause for alarm. There are no toxic vapours released. The incident is confined to Pulau Bukom which is more than five kilometres away from the mainland. Our website, [www.shell.com.sg](http://www.shell.com.sg), will be regularly updated with the latest information whenever available.



The **LIQUID PRIDE** seen enroute Amsterdam – Photo : Simon Wolf (c)

## More fury at tug removal

SCOTTISH environment secretary Richard Lochhead and environmental campaign group KIMO UK have joined the chorus of voices against the government’s removal of the coastguard’s emergency towing vessels (ETVs) at the end of this week. Visiting Aberdeen coastguard centre, Mr Lochhead said the government’s approach to modernising the coastguard service was “uncoordinated, at best” and plans to downgrade the Aberdeen base raised serious questions. He urged shipping minister Mike Penning to reconsider the removal of the tugs and the decision to close coastguard centres at the Clyde and the Forth. KIMO UK has voiced its fury at the decision last weekend to take the western isles ETV out of service and leave the northern isles tug covering the whole of the north of the UK.

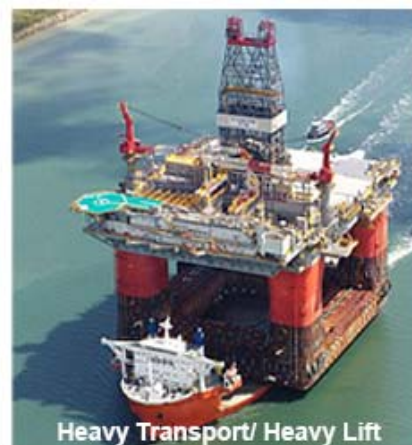
The organisation said that while Britain was scrapping its tugs at the end of this week to save money, Germany had eight tugs to cover a fraction of the coastline. KMO UK chairman Len Scoullar said with the increasing industrial developments at sea with offshore renewables and aquaculture and larger ships, the “ludicrous decision” had to be reversed as soon as possible. An MCA spokeswoman said that the coastguard tugs were being moved off station before the end of the contract on Friday to avoid “any further cost to the taxpayer”.

She said: “The MCA has to return the ETVs to their previous state and it is better value for money to do this before they are returned to their owners. “The Shetland ETV ([Anglian Earl](#)) is now in Loch Eriboll (near Durness) and is covering for both the [Anglian Earl](#) and the [Anglian Sovereign](#) (normally based in the western isles).” Source : Shetland News



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## Tanker market players mulling mergers

Players in the oil tanker market are in concrete talks on consolidation, the chief executive of Frontline, the world's largest independent oil shipper, told Reuters. 'It is correct that there are different discussions going on now,' chief executive Jens Martin Jensen said in an interview. He would not say whether Frontline was part of these talks. 'Maybe, but I don't want to say anything more about this at the moment,' he said. Demand for oil has not been strong enough to absorb the glut of oil tankers currently on the market, leading to depressed rates and earnings for shipping firms such as Frontline.



Mr Jensen said there was disagreement among ship owners on the best way to deal with oversupply. 'It is up to the individual ship owners to take action, and that is where the problem lies. Not many people agree on this,' he said, adding that 'one tries, of course, to sell the older ships and take them out of the market'. The current situation is 'unsustainable', he said, repeating his call for shipowners to take action.

Left : [FRONT COMMANDER](#) seen moored in Rotterdam – Europoort  
Photo : Robert Smith (c)

When Frontline posted second-quarter results in August, Mr Jensen said that 'something has to happen, and someone has to take the initiative'. 'Hopefully, ship owners will now begin to consolidate a bit and establish more pools to take tonnage out of the market,' he said on Tuesday. 'This is the only way we can change the market as quickly as possible.' The executive said he was setting his hopes on the winter season, which generally tends to be better than other periods. 'We have seen more activity in the market in the past and hopefully we will soon enter a winter market with even better activity,' he said. 'There is certainly no doubt that we need a better market.' Source: Reuters



Above seen the 1975 built Pertamina owned anchorhandler **PERMINA SUPPLY NO.28** still hard aground on a reef off Sanur beach in Bali, after running aground on November 6<sup>th</sup> 2010. Earlier attempts to salvage the vessel failed.

Photo : Cees de Vries ©

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## LHR Marine Support Project Golden Cross

Marine Safety is a key concern for LHR Marine, therefore they are delighted to announce their sponsorship of Project Golden Cross. Saving maritime heritage is no easy task but this non-profit making exercise is designed – not only to restore a famous Clyde-built historic tugboat to her former glory – but allow her to take up a community role of promoting Safety at Sea to commercial marine operators and leisure craft users in Scotland whilst highlighting the achievements of Royal Navy, Royal Air Force, HM Coastguard and Mountain Rescue.

With assistance from the Scottish Government, 2012/13 will also see Golden Cross holding functions and presenting displays at high profile locations to encourage trade & exports: home and overseas guests with an interest in defence,



offshore, oil and gas, maritime, engineering and alternative energy sectors attending. The Golden Cross is now the last operational vessel of her class in the world and is still powered by her original Crossley of Manchester 4 cylinder 2 stroke 882hp main diesel engine.

On the back of this announcement; The Defence Interaction Intelligence Agency (DIIA) has produced a special report entitled: A Special Report on Mooring, Marine & Offshore Safety Equipment. LHR Marine's reputation for selling Mooring Equipment is well known internationally and they also represent top quality manufacturers of: Working at Height Equipment, Marine Safety Products, Anti-Slip Solutions, Lifting & Handling Equipment, Workwear, Personal Protective Equipment (PPE), and Industrial Supplies. LHR Marine's recent successes include global agreements with major subsea shipping companies and international mooring companies which have been established from their service provision for over the last ten years from Aberdeen, Scotland and Perth, Australia. **Source: LHR Marine.**



Rio Grande's **Pilot Boat 2** and in background the containership **CSAV Rotterdam**

**Photo : Patrick Picaluga ©**

## **Piracy remains a threat to global maritime industry, says MARINA-7**

Over 4,000 hostage incidents and pirate attacks have been recorded by the International Maritime Organization (IMO) as of 2010. Out of the 500 hostage victims, 103 were Filipino seafarers as piracy continues to be a real threat in the maritime industry.

MARINA-7 Regional Director Nanette Villamor-Dinopol issued the statement during a press conference this morning that opened the National Maritime Week celebration in Cebu from September 26 until October 1 under the theme "Piracy: Orchestrating the Response." Dinopol said Filipino seafarers which reportedly make up 30 percent of the world's crew fleet, are vulnerable to piracy attacks as the problem has worsened over the years. "In 2005, the groups behind the piracy only demand about P100 million in ransom but the amount has increased with last year's ransom demand reaching P500 million," Dinopol declared.

Dinopol said areas have already been identified where piracy attacks are most frequent. High risk areas mentioned were in the waters off Africa, Nigeria, Gulf of Aden and Malacca Strait. Because of the dangers of piracy attacks, the major impact is the high cost of cargo shipping fees because ship owners have to increase insurance premium payments, according to Dinopol. The Marina-7 director said the IMO is exerting efforts to address the piracy problem and that it has issued a circular to ship owners to hire armed security personnel and Navy forces to ward off the threats of piracy attacks. The Philippines is one of the 170 member-states of the IMO. Reports indicate that there are an estimated 340,000 to 380,000 Filipino seafarers currently deployed at sea. **Source: PIA**



The **PAUL E** seen outbound in IJmuiden with destination Grangemouth – Photo : H.Blomvliet ©

## Van Oord wins IADC 2011 Safety Award

Van Oord has won the International Association of Dredging Companies's 2011 Safety Award. Each year, the IADC singles out a specific project or programme amongst its members as an example of excellence in safety. This year the IADC Board presented the award to Van Oord Dredging and Marine Contractors. Achieving a safe working environment is a part of every operation and the responsibility of every employee. After making an inventory of the accidents on site over the last few years, Van Oord decided to implement a comprehensive programme to address overall safety. The result was Work Safe.



Van Oord's latest fleet addition, the **STORNES**, seen enroute Rotterdam last week for the christening ceremony

Photo : Frits Janse - <http://www.ships-photographs.tk> ©

As CEO Pieter van Oord remarked upon receiving the award from IADC Secretary General, Mr René Kolman and IADC President, Mr Koos van Oord: "Our company is extremely honoured to be the recipient of the IADC Annual Safety Award. "Van Oord prides itself on ingenuity in meeting the challenges inherent to maritime construction and inventiveness to realise innovative and sustainable solutions for worldwide maritime challenges. Our approach to safety issues is the same. "This prize was awarded, not for a specific project, but for an overall safety system, a system which has been implemented in our organisation over the last year. We call this campaign Work Safe. "Work Safe presents employees with a number of questions about safety to ask themselves in order to achieve a safer working environment. For instance, what should one do – and especially not do – within the framework of safety. "The rules in Work Safe have been created based on their answers and on analysing the most typical types of accidents that occur during dredging projects. From this process, 'lessons learnt' have been derived. With these lessons learnt from the past, we are able to work even more safely in the present and future. "In the Work Safe system each individual process, for instance, anchor handling, working in and around excavations, working with gas and oxygen or



procedures for lifting operations, is addressed separately and a list of instructions have been written which describes the safety issues related to that particular operation.

"These safety guidelines apply to dredging and marine works by Van Oord and its subcontractors. The results have been encouraging. From 2010 to the present we have already noted a decrease of on-job incidents."



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Above seen the NYKCool vessel **ICE ROSE** hurrying up the Paraná Guazú River in Argentina on September 21st.

Photo : Niek Boot (c)

## Turkish frigates, jets escort ship that began oil and gas exploration off Cyprus

Turkey is using its navy and air force to escort a ship conducting oil and gas exploration off Cyprus, an official said Tuesday, in the latest development in a dispute over the ownership of the divided island nation's natural resources.

Cyprus is split into an internationally recognized Greek Cypriot south and a breakaway Turkish Cypriot north. The southern government began exploratory drilling for oil and gas last week, prompting strong protests from Turkey, which doesn't recognize the Greek Cypriot administration. In response, Turkey signed an oil and gas exploration deal with the Turkish Cypriots and sent a Turkish research ship to the Mediterranean to start exploration. The breakaway Turkish Cypriot state is only recognized by Turkey, which maintains 35,000 troops there. Cyprus joined the European Union in 2004, but only its south enjoys membership benefits. "We will try all channels of peace, but we will also protect our country's interests until the end," Prime Minister Recep Tayyip Erdogan of Turkey said Tuesday at an unrelated ceremony to mark the delivery of the first Turkish-made corvette warship to the navy. The Turkish research ship, **Koca Piri Reis**, began its exploration Monday, but Turkish and Turkish Cypriots officials refused to reveal the

ship's exact location then. Cyprus licensed U.S.-based Noble Energy Inc. to search for oil and gas near recently discovered Israeli offshore fields that contain more than 450 billion cubic meters (15.9 trillion cubic feet) of natural gas. Cyprus is exploring areas, around 115 miles (185 kilometers) off Cyprus, near where Israel discovered gas. Umut Yenice, the captain of the [Koca Piri Reis](#) ship, told Turkey's state-run Anatolia news agency Tuesday that the vessel reached its destination about 50 miles (80 kilometers) off Cyprus the day before. He said the ship with 21 people aboard is in frequent contact with the escorting Turkish ships and planes.

Turkish Energy Minister Taner Yildiz said the research vessel is "where it is supposed to be," without providing details. Cyprus Foreign Minister Erato Kozakou-Marcoullis questioned the ship's ability to search for undersea oil and gas deposits but said Cyprus was closely following the developments. "Certainly all these moves by Turkey on a military level are being monitored daily by our ministry," she said. Kozakou-Marcoullis also said her government was briefing unidentified international players "who must act at the appropriate moment."

In a telephone conversation with Erdogan on Monday, Greek Prime Minister George Papandreou urged "restraint" by all countries in the east Mediterranean, adding that Greece backs Cyprus' activities that remain within its sovereign rights. Greece and Turkey disagree about areas for exploration for oil and gas in the Aegean and the Mediterranean. Turkey does not accept that islands have their own continental shelf, while Greece insists they do under international law. The two countries came close to war in March 1987, when a Turkish research ship sailed into the Aegean Sea. The current dispute also could jeopardize the island's long running reunification talks. Turkey said Greek Cypriots should avoid drilling or exploiting any possible discoveries until a peace accord has been reached, while Cyprus said Turkish Cypriots would eventually benefit from any fuel discovery. The U.N.'s envoy for the divided island, Alexander Downer, urged for restraint to avoid derailing the peace talks and said the United Nations would consider mediating a resolution to the drilling dispute, if both sides asked for it. Cyprus government spokesman Stefanos Stefanou rejected the offer, saying the exploratory drilling is unrelated to the peace talks and permitted under international law. **Source : Star Tribune**

## **AKD says hiring of armed guards should be left to government**

In the wake of an independent report recommending the Netherlands government to provide Dutch shipowners with better levels of protection against piracy, including the hiring of armed guards, Netherlands law firm AKD says that shipowners who directly hire armed personnel themselves could face criminal prosecution. The so-called De Wijckerslooth Committee report was designed to assess the desirability and possibility of deploying private sector armed security to help protect Dutch ships from the threat of attack by (mainly Somali) pirates. It recommends that the Dutch government moves towards a higher level of protection of its merchant fleet including, "if necessary", the use of armed private security guards. The report, however, cautions that such security guards should only be hired by the government, and should only perform their security duties as soldiers under the full authority of the Ministry of Defence. The authors of the report add that, under the current circumstances, it is not desirable that shipowners privately hire armed private security guards, an option which should only be considered "in case of special conditions". The committee argues that, if the government uses its own resources, or engages reservists or hires armed private security guards who will temporarily be given military status, this will not constitute privatisation of security duties. By creating additional defence capacity in this way, no amendment of legislation and regulations will be required. It is envisaged that the recommendations of the committee could lead, relatively quickly, to providing the level of protection against piracy considered necessary for merchant vessels. The alternative - whereby shipowners themselves hire private security guards (an approach endorsed by the Royal Association of Netherlands Shipowners) - entails "several problems", according to the committee, and would require drastic amendment of Dutch legislation and regulations, which under normal circumstances could take "several years". Jan Kromhout, a partner with AKD in Rotterdam, says, "Clearly, it is the duty of government to do its utmost to protect the merchant fleet from attacks by pirates. In the event that the government is not able to fulfil its duties, for whatever reason, it will have to employ outside help. It is not desirable that privately owned companies hire armed protection to perform the duties which are the responsibility of government, which should retain its monopoly of force. Furthermore, the cost of providing protection against piracy should be borne by the state. Shipowners should only be allowed to hire private armed guards in special situations, in the event that the government is not able to fulfil its duties. "In the event that Dutch shipowners do hire armed personnel, or provide weapons to those on board, those directly involved, as well as shore-based personnel (including the ultimate management of the company) could face criminal prosecution. Furthermore,

shipowners could be faced with local legislation covering the import and export of weapons in the event that the vessel has weapons on board and enters the jurisdiction of another country."



## 8 killed in Indonesia ferry stampede

At least eight people were killed when an explosion triggered a stampede on the docked ferry **KM Kirana IX** in central Indonesia Wednesday, authorities said. Fifty-eight others were injured, 19 of whom remain in the hospital following the incident in Surabaya, East Java, said Sutopo Purwo Nugroho, a senior official at the National Disaster Management Agency. Panic ensued when people heard the explosion, sending about 875 passengers scrambling to get out, said Marzuki, an official with the local search and rescue agency.

Officials have given different accounts of what may have caused the blast. Nugroho told CNN a fire on the ferry was apparently caused when a lamp on the deck set fire to a truck's cargo of dried onions. Transportation Ministry spokesman Bambang Ervan also said there was a fire in the truck and expressed disappointment that the stampede happened. Marzuki said the explosion was from a cargo truck parked in the lower deck of the ferry. The truck's windshield broke and its engine exploded, but there was no fire, according to the official. Sea transport is essential for travel in the country, and accidents are common. Bad weather, poor maintenance and safety management are often blamed for these accidents.

This is the fourth sea transport accident this week in the archipelago, which has more than 17,000 islands. "There are clear safety regulations in Indonesia, but there are problems in the implementation on the ground," Ervan said. Six people were killed Monday when a ferry collided with a tugboat it was towing from Surabaya to Banjarmasin, Nugroho said. A fire broke out and many passengers jumped off the ferry and were later rescued. On Saturday, 13 people from a wedding party perished and 25 were injured when their boat sank between the islands of Goa-goa and Tondu, also in East Java. The accident was a result of overloading and bad weather, Nugroho said. The boat, with a capacity of 20 passengers, had more than 30 on board, authorities said. The local search and rescue agency said the engine broke down and the boat was hit by large waves. Last week, 11 people died, 13 are missing and 11 were rescued when their boat sank off the coast of Bali, Nugroho said. Survivors said the boat was hit by high waves. Nugroho said disaster officials, ministry of transportation officials, police and search and rescue agencies are working together in each area.

## NAVY NEWS

## HMS Southampton sold to scrapyard

A ROYAL Navy ship named after Southampton is destined for the scrapyard. The Ministry of Defence has confirmed that Type 42 Destroyer **HMS Southampton**, currently based at Whale Island, Portsmouth, has been sold. The warship was decommissioned in 2009 and will head to a scrapyard in Turkey next week to be broken up by Leyal Ship Recycling. **HMS Southampton** was sold to the company with two other destroyers – **HMS Exeter** and **HMS Nottingham** – for an undisclosed sum. It's understood the ships have a combined weight of around 24,000 tonnes of steel – worth more than £2m in scrap. An MoD spokesman said: "The decision to select Leyal was made because the company's bid gave us the best financial return."





**HMS Southampton** was built by Vosper Thornycroft in Woolston in 1984.

**Photo : Piet Sinke ©**

She was deployed to the Falklands, and was also involved in the seizing of 3.5 tonnes of cocaine in the Caribbean in February 2006. It's understood she will take around a month to reach Leyal's scrapyard in Izmir, Turkey, where she will be broken up for her steel to be recycled. The MoD is yet to confirm which day **HMS Southampton** will leave the south coast next week,

as it will depend on the weather and tides. **Source : DailyEcho**

## 2 Navy ships getting new lease on life courtesy of budget concerns

In a nod to budget concerns and the needs of the future fleet, the Navy is planning to nearly double the service lives of its two flagships. The Japan-based **USS Blue Ridge** and Italy-based **USS Mount Whitney** were commissioned in 1970 and 1971, respectively, and slated to be replaced in coming years. But with other needs within the fleet and the Navy facing potential budget cuts, the current 7th Fleet and 6th Fleet flagships will be in service until at least 2029, with plans being developed to extend their use to 2039, according to the Navy's long-term shipbuilding plan and other assessments. "It is pretty unprecedented to see a ship that is likely to serve for such a long time," said Eric Wertheim, a defense consultant, author and editor of the Naval Institute's "**Combat Fleets of the World**," adding that "70 years is certainly extreme." The Navy's 30-year shipbuilding plan included replacements for the two command and control ships in fiscal 2008. But the service has since removed the replacements from the plan, according to the Navy assessment "Taking a 40 Year Ship to 70 years: **LCC 19 Class Extended Service Life**." The assessment team found that both flagships "are in good material condition," but will require extensive maintenance to make it to 2039. "With the service lives of **USS Blue Ridge** and **USS Mount Whitney** being extended to 2039 and possibly beyond, it is critical that adequate resources are provided to maintain, sustain, and retain these platforms," the report states. The **Blue Ridge** is currently under Navy control, while the **Mount Whitney** is under the control of the Military Sealift Command, the assessment said. These differences, the assessment notes, "present unique challenges in the criteria for assessing each platform, and the recommendations provided." While both ships receive roughly the same amount of maintenance funding a year, the Yokosuka-based **Blue Ridge** is able to perform five times as many "mandays" of work annually than the Naples-based flagship **Mount Whitney**, according to the report, which is based on ship assessments done throughout 2010.

"This is a result of the current austere home port conditions, lack of local industrial facilities, and currently approved maintenance model in place and approved by Navy and (Military Sealift Command) leadership for **USS Mount Whitney**," the report states. While the **Blue Ridge** is scheduled to receive yearly maintenance for repairs, upkeep and selected alterations through fiscal 2028, the **Mount Whitney** was set to receive only sporadic maintenance through the same time period, according to the assessment. "The current **USS Mount Whitney** maintenance model was designed to support the ship until (decommissioning) in FY2012," the assessment states. "The existing model must be changed in order to support this hull through 2039."

Maintenance attention will be particularly important to the heating and air-conditioning systems, hull structure and ship stability characteristics, according to the assessment. As part of this new lease on life, the **Mount Whitney** will undergo additional maintenance and upgrades in the coming years, according to Military Sealift Command spokeswoman Laura Seal. The so-called Extended Service Life Program will provide the **Mount Whitney** with maintenance each year from fiscal 2013 to fiscal 2019, instead of two times every five years, Seal said in an email.

"After Sept. 30, 2019, the ship will revert back to its normal maintenance schedule," she said. The extended service program will focus on replacing deteriorating steel in the hull, tanks and superstructure, as well as identifying and upgrading components that will become obsolete or irreplaceable in the future, Seal said. Homeported in Gaeta, Italy, a 90-minute drive north of 6th Fleet's Naples headquarters, the Mount Whitney has seen increased activity in the past year, including serving as the nerve center for Operation Odyssey Dawn, the U.S. mission in Libya that preceded NATO's Operation Unified Protector this year. Known in Navy ship-class and hull jargon as "LCC 20," the ship wasn't always so heavily used, according to Capt. Jeffrey Ruth, who ended his command of the **Mount Whitney** in September. "This ship used to have a reputation of being a 'building 20,' " he said. "It never got under way. That's no longer the case. The appetite for this ship both from 6th Fleet and NATO commanders is only increasing." Extending the ship's service life changes how sailors work with the ship and approach maintenance overall, Ruth said.

"We just kind of try to be good stewards of the ship and try to make decisions knowing that what we do now will be dealt with by the crews that follow us," he said. "We used to say, maybe we can get away with not having that fixed because the ship is going away," Ruth said. The **Mount Whitney** went in for a \$9.2 million, 60-day "regular overhaul" maintenance session in Croatia on Sept. 15, according to Seal. Ships like the **Mount Whitney** and **Blue Ridge** will need "quite a bit of work" to stay functional, Wertheim said. Even with the Navy budget facing potential cuts and a continuing high operational tempo, the service can't shortchange the ships' maintenance, he said. The service life extension of the Navy's only two flagships reflects where the Navy stands today, and its priorities, Wertheim said. "They are looking at the reality, and the reality is, when you have a very limited amount of money, you have to think about where you want to invest it more carefully," he said. "A new hull for a command ship is not a pressing priority." Source : Stars and Stripes

## Stealth cruise missile blasts through target barge

Norway may have a reputation as one the world's most peaceful nations. But like other members of the international community, they know the world can at times be a not-so-friendly place. That's why for the past three years the Norwegian-based **Kongsberg Defence & Aerospace** firm has been developing the Naval Strike Missile, one of the most agile cruise missiles and soon-to-be weapon of choice for the F-35 Lightning II stealth fighter. The sophisticated 900-pound missile is equipped with GPS, inertial and terrain reference systems, enabling it to stealthily maneuver along all kinds of terrain such as the coastline, oceans and over land. To avoid radar detection, it's capable of cruising in "sea-skim mode" just above the ocean's surface. It can also pull off quick random high-G-force maneuvers to prevent getting shot down at the very last second. A combination of an imaging infrared (IIR) seeker and an onboard target database ensures that the missile can seek out and detect targets up to 100 nautical miles away with pinpoint precision. While it's being developed for Lockheed Martin F-35 Lightning II "Joint Strike Fighters" as part of the Joint Strike Missile program, the Royal Norwegian Navy plans to have them lock and loaded aboard their **Fridtjof Nansen class** warships and **Skjold class** patrol boats. The Polish military is also an eager customer.

After watching this test video, released last week, you'll see why:

[http://www.youtube.com/watch?v=AMowaZ3I90o&feature=player\\_embedded](http://www.youtube.com/watch?v=AMowaZ3I90o&feature=player_embedded)

## SHIPYARD NEWS



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Van Laar's Guard ship **JAN VAN GENT** seen on the slip at Van Laar in Ijmuiden - Photo : H.Blomvliet ©

## Startup shipping company looks at Avondale

A new company is studying the idea of building at least 10 small container vessels at the Avondale shipyard near New Orleans. The yard is scheduled to be closed by Huntington Ingalls Industries Inc. as soon as the last Navy ship now being built there is finished, likely in 2013.

**American Feeder Lines** Chief Executive Officer Percy Pyne told New Orleans CityBusiness that the company is prepared to pay \$75 million per ship. Pyne says his company already has letters of intent with shipyards in Philadelphia and Green Bay, Wis. But Pyne says the company only has about 10 percent of the \$250 million it needs. He also says Huntington Ingalls traditionally does not work in the commercial shipbuilding sector. Source : **Houston Chronicle**

## China's shipbuilders suffer fall in new orders

Orders won by Chinese shipbuilders dropped more than 6 percent in the first seven months of this year due mainly to prolonged uncertainties in the global economy, an industry association said Tuesday. The China Association of the National Shipbuilding Industry said its members clinched orders totaling 176.08 million deadweight tons (DWTs) in the January-July period, down 6.4 percent from a year earlier. The shipbuilders' new orders fell 29.2 percent on-year to 23.58 million DWTs during the period, it said. The association attributed the drop to ongoing turmoil in the global economy. China rose as the world's top shipbuilder in 2009, outpacing South Korea in the number of new orders received and order backlogs as its builders attracted new custom with relatively cheaper prices. South Korea, however, regained its position of having the most new shipbuilding orders in the first half of this year, by securing deals for large, value-added vessels, according to global market researcher Clarkson Research Services. South Korean firms have continued to focus on high-priced vessels such as liquefied natural gas (LNG) carriers and offshore facilities. Zhang Changtao, a researcher at the China Ship Marketing Research Center, said China's shipbuilders need to raise their technical and management skills in order to stay competitive amid increased volatility in the world economy.

Source: Yonhap

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## DAMEN ASD 3212 LIFTED OUT OF BUILDING HALL AT DAMEN GALATI YARD



A new **DAMEN ASD 3212 tug**, the first out of a series of 4 seen « *inflight* » when the tug was lifted out of the building hall at the Damen shipyard in Galati (Romania) and lowered into the building dock for completion

Photo's : Huib Lievense ©



## Newbuilding ordering enquiries remain at low levels

Shipowners' appetite for newbuilding seems to have abated during the past few months, with the trend now pretty much established, especially since the beginning of the summer. According to the latest weekly report from Clarksons, "whilst this week has seen some further reports of new business being concluded, it has for the most, continued in a similar vein to that of the past few weeks, with levels of new enquiry in the newbuilding market continuing to remain low. This continued period of relative quiet, comes against the backdrop of an uncertain Global Economy. During the

week and against concerns over the worsening European debt crisis and threat of a U.S. recession, the equity markets have continued to fall and since May this year have now shed approx 20% of their value, according to the MSCI World Index. With this in mind and even though pricing from China continues to remain relatively attractive it is perhaps unsurprising that owners have been tentative about making further moves into newbuildings. To counter this, we continue to see the yards work hard on developing newer more efficient designs in all of the sectors, as they look to encourage further ordering. With the installation of energy saving devices, new engines and continued research into hull forms, the yards have continued to improve on their designs and with bunker costs continuing to remain high, these will no doubt appeal to potential new buyers. It will be interesting to see therefore how owners balance the general concerns of the market against the opportunity to order these new efficient ships at what can be considered, from China at least, to be relatively attractive market levels” said the world’s leading shipbroker and researcher.

Meanwhile, according to a separate report from shipbroker Golden Destiny, the previous week ended with fairly active business for newbuilding units with LNG, offshore and container segments being still the most potential sectors for more new contracting activity due to the oversupplied dry and wet sector. Japanese owners are still not favoring their domestic shipbuilding industry due to strong yen appreciation seeking orders in Chinese yards due to cheaper cost. “Overall, the week closed with 50 fresh orders reported worldwide at a total deadweight of 1,994,026 tons, posting a 284% week-on-week increase. This week’s total newbuilding business is up by 47% from similar week’s closing in 2010, when 34 fresh orders had been reported with bulk carriers and tankers being the protagonists by grasping 61.7% and 35.2% share respectively of the total ordering activity. In terms of invested capital, the LNG and container segment appear the most overweight of this week with containers holding the lion share of this week’s ordering activity, 30% of the total volume of orders reported.

In the bulk carrier segment, the supramax size seems the most popular newbuilding investment under the current market fundamental as it appears to be the size with the less freight market volatility since the beginning of the year in contrast with the oversupplied capesize and panamax segment. Notable order has been the 4 supramax units deal of 58,000dwt placed by Japanese owners, Mitsubishi Corp, Kumiai Sepaku, in Nantong Cosco Chinese yard instead of supporting their fragile domestic shipbuilding industry. Furthermore, Japanese shipowner Daiichi Chuo Kisen Kaisha is said to have ordered a trio of 97,000dwt units, in new design by IHI Marine United of Japan for delivery in June 2013 and January 2014. The vessels are being built to transport coal for Tokyo Electric Power Co. In the tanker segment, the MR/chemical segment appears to be the most tempting for contracting activity. The ordering business in the crude segment remains subdued since the beginning of the year with limited hopes for a firmer rebound as we move towards the end of the year. In the small tanker segment, under 10,000dwt, 4 fresh orders revealed this week placed in Chinese yards as the only sign of tanker newbuilding business. In the gas tanker segment, South Korea’s Hyundai Heavy Industries is said to have won a \$400 mil deal to build two LNG carriers for BW Maritime Pte Ltd, part of Singapore’s BW Group for delivery one of the two vessels in the second half of 2014 and the other in the first half of 2015, with an option for two additional units. Furthermore, Swedish shipowner Stena Bulk is discussing a possible four LNG order with two South Korean yards. Industry sources indicate that the Swedish owner is aiming two LNG units of 174,000 cbm with Daewoo Shipbuilding and Marine Engineering and two units of 160,000 cbm with Samsung Heavy Industries with deliveries from 2014 onward. In the container market, Pacific International of Spore has placed an order for two large panamax units of 6,600 teu in Dalian New Shipyard of China for delivery in 2013. The contracting activity for large panamax and post panamax units persists irrelevant with liner operators being aware of the overcapacity issues on the Asia – Europe route and the sovereign risk in the European and USA economies. Containership owner Seaspan is said to be in discussions with South Korean shipyards about 18,000 TEU units. Company’s chief executive officer Gerry Wang has revealed that they will be soon in a position to place orders for a new generation of super sized boxships on behalf of long term charterers. The designs will be simpler than those Maersk is building at a price around \$180 mil. Orders will be placed in South Korea as Seaspan is not confident that Chinese yards are ready to build this class of ships. Furthermore, Greek owner Technomar extended its newbuilding order of July for two 6,700 TEU units in Hyundai Samho of South Korea with two more similar units at an undisclosed contract price for delivery in March and April 2013. In the sub-panamax segment, STX Group announced that its STX Dalian Shipbuilding has secured an order to build 2,000 TEU containerships for Sea Consortium (Seacon) at a total cost of \$240 mil with first delivery in April 2013. In the small feeder sector, South Korean shipyard Daesun Shipbuilding has announced that it has won a new order from a compatriot leasing company for a 1,000 TEU capacity vessel at a price of \$19,8 mil to be long term chartered to Korea Marine Transport Co.” concluded Golden Destiny **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

## Otto Marine AHTS buyer struggling to pay deposit



The proposed buyer of a \$90m anchor handling tug supply vessel from **Otto Marine** is struggling to come up with the deposit. The undisclosed buyer of the **AHTS Deepsea 1** signed a letter of intent on 10 August to acquire the vessel with a \$9m deposit required within 30 days. This requirement was then extended till 27 September, but the company is still yet to make payment. "The company wishes to announce that the buyers are in discussions with the company for an extension of time to pay the deposit. The board of directors of the company is considering its position on this matter," Otto Marine said. **Source : Seatrade Asia**

Left : The **DEEP SEA I** seen moored in Batam  
Photo : **Piet Sinke ©**

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## Euroseas Ltd. Announces the Acquisition of a Containership by Its Joint Venture, Euromar LLC

**Euroseas Ltd.**, an owner and operator of drybulk carriers, containerships and multipurpose vessels and provider of seaborne transportation for dry bulk and containerized cargoes, announced that its joint venture company, Euromar LLC ("Euromar"), signed a memorandum of agreement to purchase the 199 mtr **M/V TORGE S**, a geared containership of 33,216 dwt and 2,450 twenty foot equivalent units (teu) built in 2003 in Japan. The vessel is expected to be delivered to Euromar in October 2011; it will be renamed **EM ANDROS** after its delivery. On March 25, 2010, Euroseas entered into a Joint Venture with companies managed by Eton Park Capital Management and Rhône Capital, two recognized private investment firms to form Euromar a Marshall Islands limited liability company. Eton Park's investments are made through Paros Ltd., a Cayman Islands exempted company, and Rhône's investments are made through the Cayman Islands limited companies All Seas Investors I Ltd., All Seas Investors II Ltd., and the Cayman Islands exempted limited partnership All Seas Investors III LP Pursuant to the terms of the Joint Venture, Euroseas would invest up to \$25.0 million for a 14.28% interest in the Joint Venture, while Eton Park and Rhône would each invest up to \$75.0 million for a 42.86% interest each in the Joint Venture, for a total of \$175.0 million. Euroseas has contributed \$15.0 million of its \$25.0 million commitment to-date. With the acquisition of M/V **TORGE S**, Euromar will have purchased eight geared containerships with an average age of approximately 7.9 years. Euroseas Ltd. was formed on May 5, 2005 under the laws of the Republic of the Marshall Islands to consolidate the ship owning interests of the Pittas family of Athens, Greece, which has been in the shipping business over the past 136 years. Euroseas trades on the NASDAQ Global Market under the ticker ESEA since January 31, 2007.





The **TORGE S** seen entering the Pedro Meguel lock on the Panama Canal 24 Jan 2010. **Photo : John Wilson ©**

Euroseas operates in the dry cargo, drybulk and container shipping markets. Euroseas' operations are managed by Eurobulk Ltd., an ISO 9001:2000 certified affiliated ship management company, which is responsible for the day-to-day commercial and technical management and operations of the vessels. Euroseas employs its vessels on spot and period charters and through pool arrangements. The Company has a fleet of 16 vessels, including 4 Panamax drybulk carriers and 1 Handymax drybulk carrier, 3 Intermediate containership, 5 Handysize containerships, 2 Feeder containerships and a multipurpose dry cargo vessel. Euroseas' 5 drybulk carriers have a total cargo capacity of 331,808 dwt, its 10 containerships have a cargo capacity of 17,787 teu and its multipurpose vessel has a cargo capacity of 22,568 dwt or 950 teu. **Source: Euroseas Ltd.**

## STX Finland and TUI Cruises sign a contract for a Cruise Ship

STX Finland Oy and TUI Cruises have today signed a contract for the design and construction of a 97,000 GT cruise vessel. The sophisticated and highly innovative cruise vessel is scheduled to be delivered in spring 2014. The vessel has many environmentally friendly features, with a particular emphasis on the vessel's energy efficiency. The project will bring some 5,500 man-years of labour to STX Finland's Turku shipyard. TUI Cruises has an option to order another ship subject to the decision of TUI Cruises shareholders.

The vessel will be approx. 295 meters long and approx. 36 meters wide. The ship will have 1,250 staterooms and will serve maximum of 2,500 passengers and a crew of 1,000 persons. High balcony ratio will ensure that most of the passengers will have a possibility to enjoy their own balconies during the cruise. The ship has a wide variety of restaurants, a theatre, a spa, a nightclub and a large deck area which all are carefully designed to ensure a unique cruising experience for passengers of all ages.

"We are extremely pleased to sign this contract with TUI Cruises. This order is highly important for STX and STX Finland. By building this innovative ship we continue our successful and long history of building top class cruise vessels", says Sujou Kim, CEO of STX Europe and STX Finland. "This is a very important contract for STX Finland's

Turku Shipyard and for the entire Finnish maritime cluster. We are delighted to deliver to TUI Cruises their first newbuilding which will represent the next generation of energy efficient and environmentally friendly cruise ship", says Jari Anttila, Director of STX Finland's Turku Shipyard. "Due to its outstanding positioning as a shipyard and long-term cooperation with Royal Caribbean Cruises, we trust that STX Finland is a great partner for us and will successfully realize our ideas in the new ship", says Richard J. Vogel, CEO of TUI Cruises. **Source: STX Finland.**

## **Hanjin Heavy's early slots like to lead to LNG order**

**Hanjin Heavy Industries & Construction** of South Korea is expected to ink high-value newbuildings for medium-size boxships and LNG carriers, according to a recent research report. Analyst Lee Seok-Jae from Mirae Asset Securities said, "Despite its aftermath of strikes and troubles in making consistent profits, Hanjin strengthens its position as the only yard enabling to meet owners' early-delivery demands. Lee added, "Hanjin is forecast to win high-price newbuilding contracts for medium-sized containership and LNG carrier." **Source: Seatrade-Asia**



Wagenborg's **VIRGINIABORG** seen moored in Palamos (Spain) - **Photo : Ed Barten (c)**

## **Probe illegal export of Karnataka ore from Goa ports**

Former Karnataka Lokayukta Justice Santosh Hegde has sought the Goa government to investigate into those responsible for allowing ore from the neighbouring state to be illegally exported through its ports. Hegde said that almost 45 lakh tonne of Ore was exported through Mormugao Port Trust (MPT), a port in South Goa. "The Ore which was being brought under pretext of consumption for local units was being exported through the port illegally," he alleged. According to Hegde, this could not have been possible without the involvement of local people. "This cannot happen innocently. This has been done in collusion with the locals. Its for the Goa government to investigate into who were these people who allowed the ore to be exported," Hegde said adding the Karnataka Lokayukta has no clue or information on Goan officers involved in illegalities. He said the illegal exports were evident from the fact that ore of 62-64 Degree Ferrous content was exported from Goa port. "Goa does not have such a high grade ore. So the question is from where the ore has come, and we say that it has come from Karnataka," said Hegde, who led the Committee to prepare the report on illegal iron ore mining in Karnataka. Hegde's report had indicted then Karnataka Chief Minister B S Yeddyurappa and others. "Its not difficult for Goa to investigate into the illegalities as there are proper permits issued while ore is brought in from across the border. Every lot of ore brought in has certain identification," he said. **Source : DeccanHerald**



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Above seen the Danish flagged **LUCAS** seen outbound from Terneuzen after delivering a tow in Gent, she departed for Hvide Sande near Esbjerg (Denmark) - Photo : P., M. & Ph. van Luik - [www.shipsofterneuzen.nl](http://www.shipsofterneuzen.nl) (c)

## Glencore's shipping firm may cut oil tanker fleet

Glencore's shipping unit, **ST Shipping**, may reduce the number of oil tankers in its fleet over the next six months because rock-bottom freight rates have cut into profit margins, a company executive said on Tuesday. ST Shipping is looking at returning several crude oil tankers to owners when long-term contracts expire in the next few months due to negative freight rates, said company director Kent Paulli. "(Our fleet) could very well shrink over the next three to six months," Paulli told reporters on the sidelines of an industry conference. "As we have time charters maturing, we are very likely to be giving ships back unless we see deals that make sense." He declined to specify how many crude oil vessels, also known as dirty tankers, could be cut. "I'm not going to say that we will definitely re-deliver 50 ships (to their owners). We will have to see how the market plays out," Paulli said. The majority of ST Shipping's fleet are clean tankers, which transport diesel, naphtha and other fuel products, while a smaller portion is comprised of dirty tankers. ST Shipping is expected to receive three Long Range 1 tankers, which typically carry 55,000-tonne loads, from Korean shipyards in the next three months and does not plan on ordering more vessels in the near term. Crude oil tanker earnings on the benchmark Middle East route have stayed in negative territory for most of the past two months, trading at -\$1,826 a day on Monday. In other words, ship owners are paying \$1,826 more a day in bunker fuel and other variable voyage costs than they received from companies using their very large crude carriers (VLCCs) to ship crude oil from the Middle East to Japan. **Source: Reuters**





**32ste Furieade Vrijdag 30 september en zaterdag 1 oktober**

# Furieade 2011



**Sleepboten  
Zeilschepen  
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### Programma

**Vrijdag 30 september**

**19.30**    **Opening**  
            **Ontsteken verlichting**  
**20.00**    **Lampionnenoptocht**  
**21.15**    **Vuurwerk**

**Zaterdag 1 oktober**

**10.00 - 17.00**  
**Vlootschouw**  
**Braderie**  
**Rondvaarten**  
**Muziek**  
**Kermis**  
**Demonstraties**  
**Zeilende Westlanders**

**Donderdag 29 september**  
**Furieade Promenade Concert**  
**20.00 uur Immanuelkerk**

**Vrijdag Lampionnenoptocht I**

**Zaterdag 16.00 uur**  
**Jagen van zeilende Westlanders I**



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The **MAERSK DUNBAR** unberthing in Rio Grande with two Wilson Sons tugs, **ATLAS** (aft) and **TAURUS** (forward)

Photo : Patrick Picaluga ©

## Port of Antwerp speeds up reefer goods handling

As of 1 January 2012 products of animal origin imported through the port of Antwerp will be checked only at the Border Inspection Post on the left bank of the Scheldt. The inspection post on the right bank will be closed down for good as of the same date, Port of Antwerp said Tuesday. So, refrigerated goods will be able to transit through the port of Antwerp even more quickly and efficiently. The General Administration of Customs & Excise and the Federal Agency for Safety of the Food Chain have introduced an integrated procedure in the Border Inspection Post on the left bank, which will considerably shorten the transit times of such goods in the port of Antwerp. Thanks to this collaboration, declarants will not only make time savings but will also gain in operational security. This in turn will enable transport to be planned and carried out in a more efficient, reliable way, ultimately reducing the overall logistics cost. Reefer goods will be able to leave the port more quickly, thus further increasing the efficiency of the port of Antwerp as a crucial link in the supply chain. But that's not all: the one-stop-shop operation of the Border Inspection Post on the left bank is only the first step in a wider set-up that affords gains in efficiency for all perishables handled in the port of Antwerp. Apart from animal products, great attention is also paid to non-animal produce such as fruit and vegetables. Customs & Excise and the Federal Agency for Food Safety collaborate closely with other players in the port, constantly striving to streamline the procedures and adapt the supply chain to the expectations of the various market segments. Customs & Excise and the Federal Agency for Food Safety share the same location in the Border Inspection Post on the left bank, thus permitting one-stop-shopping. Having combined inspections at a single location avoids having multiple stops and many hours of waiting. A further important advantage of this arrangement is that it centralizes not only the inspections but also the full administrative processing of perishables, for customs and for food safety. The closure of the inspection post on the right bank will also bring cost benefits for the Port Authority, which will be passed on directly to customers: as of 1 January the inspection dues levied by the Port Authority will be reduced by 25%. In the meantime the closure of the inspection post does not mean that the service in the Customs zone on the right bank (Tijssmans tunnel area) will be withdrawn. **Source : PortNews**



The **Pioneer 5001** seen picking up pipehaul barge from Global's **DLB 264**, offshore Malaysia  
Photo : Capt. Jelle de Vries ©

## Second ro-ro giant delivered



**Wallenius Wilhelmsen Logistics** has taken delivery of its second Mark V ro-ro vessel, built by Mitsubishi Heavy Industries in Nagasaki, Japan. **Parsifal** is a sister vessel to **Tonsberg**, delivered to **Wallenius Wilhelmsen Logistics** in March this year. The vessel has a length of 265m offering a cargo volume of 138,000m<sup>3</sup> over six fixed and three hoistable decks. A total of four Mark V vessels for use by WWL are scheduled for delivery to Wallenius and partner Wilh. Wilhelmsen during 2011-2012. The cargo hold is arranged for high and heavy cargo such as excavators, bulldozers, wheel loaders and harvesters, with a 7.1m clear height of the main deck. The stern ramp has a width of 12m and safe working load of 505t. Cargo can be loaded on the

weather deck, which has a ramp from the deck below. Three decks can be hoisted by electric winches.

**Parsifal** is claimed to be WWL's most fuel efficient vessel to date, with optimised hull form, streamlined rudder design and duck tail. A turbo generator produces electricity from waste exhaust heat. A 10% to 15% reduction in emissions is claimed. An Alfa Laval PureBallast plant is also installed Source : **The Motorship**





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## Open Haven Dag Scheveningen



**Scheveningen** staat bekend om haar verse vis, vishandel en de bedrijvigheid van de haven. Kom tijdens de Open Havendag kijken hoe de vissers hun netten boeten, hoe de zojuist gevangen vis wordt schoongemaakt of hoe zo'n visserskotter er nu eigenlijk uitziet. Volg de spanning op de visafslag. Snuif de zilte lucht op van verse vis en proef de sfeer en de gezelligheid op een van de vele terrassen rond de haven.

Op zaterdag 1 oktober 2011 van 11.00 tot 16.00 uur openen de ondernemers in de haven van Scheveningen hun deuren om bezoekers kennis te laten maken met het werken in en rondom de haven. Naast de bloeiende vishandel bruist de haven van de activiteiten. Zo kun je bijvoorbeeld tijdens de Open Haven Dag het Havenkantoor bezichtigen, een workshop stuurwiel bekleden met leder volgen, een kijkje nemen in een zeilmakerij, kennismaken met de vele watersportactiviteiten of horen hoe de Olympische

zeilers zich voorbereiden op Londen 2012. Ook de drie unieke bedrijven Harbour Golf Scheveningen, Powerboat Scheveningen en HeliPlan hebben de handen ineengeslagen voor dit nieuwe evenement. Aan de derde haven, op en bij het Norfolkterrein, is het mogelijk om op deze dag te golfen, mee te varen met een powerboat en een helikoptervlucht te maken.

Tijdens deze dag is er tevens de gelegenheid om verschillende schepen te betreden, die soms speciaal voor deze dag in de haven liggen aangemeerd. Zo is het mogelijk een offshore schip van Rederij Groen te bezichtigen en zal er op de Scheveningse reddingsboot van de KNRM aan boord uitleg worden gegeven over het schip, de apparatuur en de manier waarop er met het schip gewerkt wordt. Ook prachtige zeilschepen zullen hun loopplank uitleggen, waaronder Tall Ship **Minerva**, dit schip kan groepen van 20 tot 120 gasten ontvangen voor een vaartocht of voor een receptie in de haven. Parkeren is deze dag gratis op het parkeerterrein bij de Norfolkterrein. Je stapt hier gratis op een pontje dat van het Norfolkterrein naar het Havenkantoor vaart. Maar het pontje brengt je, als je wilt, ook van de Eerste haven naar de jachthaven. Bij ruim 50 bedrijven, waaronder de horeca, de vishandel, constructiebedrijven, rederijen, watersport, winkels, staan de deuren tijdens de **Open Haven Dag open**.

## Exchanging Flags and Vows

The captains of Southampton's fleet of Cunard liners could soon marry couples at sea if the firm switches the ships' registrations outside the UK for the first time in its 161-year history. Cunard is considering the money-spinning move to allow people to marry across the Atlantic on board vessels such as **Queen Mary 2**, **Queen Victoria** and **Queen Elizabeth**.

The ships would remain based in Southampton but the UK would lose revenue from registration and related business.

British law bans weddings at sea except by a notary or religious minister. Cruise ships could hire a minister to do the job but most couples want the captain to marry them. Registering in Bermuda, a British overseas territory, would allow the Cunard fleet to continue to fly the British red ensign. Cunard president Peter Shanks said: "Weddings at sea are very big business. However, this business is currently denied to us, as our fleet is registered in the UK, and we have

for some time been examining our options. "One is to stay as we are and forgo our share of this lucrative business; a second is to designate a 'wedding ship' and change that ship's registry alone; the third is to maximise the opportunity and re-register all our ships." **Source : ShipTalk**



The **Queen Elizabeth 2** still waiting for her destiny in the partly landfilled harbour of Port Rachid Dubai

**Photo : Crew Volvox Atalanta ©**

## Holy Pressure

A Vatican official has urged the Philippine government to approve the Maritime Labor Convention (MLC) of 2006 to ensure "fair employment practices" for Filipino seafarers. According to the International Labour Organization, the MLC "provides comprehensive rights and protection at work for the world's more than 1.2 million seafarers."

"The Convention aims to achieve both decent work for seafarers and secure economic interests in fair competition for quality shipowners," the ILO added. Archbishop Antonio Maria Veglio, president of Vatican's Pontifical Council for the Pastoral Care of Migrants and Itinerant People, said a law providing protection and just treatment is crucial because Filipinos make up for about 20 percent of the world's seafarers. In a statement issued for National Seafarers' Day on September 25, Veglio also asked the Philippine government to approve the Seafarers' Identity Document (SID) Convention 1958 (ILO 108)–C185.

As the Philippines is not a signatory to the convention, Filipino seafarers were not allowed to go onshore in some countries unless they have a visa, an article posted at the website of the Catholic Bishops' Conference of the Philippines (CBCP) said. Veglio said Filipino seafarers stand to benefit if the Philippine government approves the two conventions for seafarers. The Philippines is known as "the crewing capital of the world," with more than 300,000 Filipinos working on seas around the globe. According to the International Maritime Bureau, about 300 Filipinos have become victims in 25 piracy attacks or hijacking incidents. **Source : Shiptalk**



POSH-Semco's **SALVIGILANT** seen with the **SAIPEM 3000** at the **FPSO USAN** location

**Photo : Master SALVISCOUNT (c)**

## Bad vibrations lead to costly dispute for shipmanager

**International Transport Intermediaries Club (ITIC)** has emphasised the importance of shipmanagers using the right contracts and having appropriate insurance in place to cover the legal costs of defending even weak claims. In the latest edition of its Claims Review, ITIC relates the case of a shipmanager which took on the management of a vessel. One of its duties under the BIMCO Shipman 98 management agreement was to provide crew for and on behalf of the owners. In 2004, while the vessel was heading towards Shanghai, the master reported that it had experienced "excessive vibration" after passing close to a buoy marking a wreck. After the master had left the ship at Shanghai and returned home, the shipmanager received an anonymous fax from the vessel, advising that it had actually hit a wreck. When the vessel reached its final destination it was drydocked, and damage was noted. Under the terms of the management agreement, the shipmanager was a co-assured under the hull policy, but the owner started arbitration proceedings against it, claiming that substantial additional costs had been incurred. The claim was based on an allegation that the shipmanager was vicariously liable for the actions of the master. Wide-ranging allegations were also made to the effect that there had been significant tension, distrust and acrimony between the master and some of the vessel's officers, which were a direct cause of the damage to the ship. The defence of the shipmanager was that, under the terms of the management agreement, it had no liability for the negligence of the crew. Rather, the manager's sole obligation was to provide an appropriately qualified crew. Negotiations and investigations by experts and lawyers continued for the next five years, and substantial costs were incurred. The arbitration hearing was scheduled to take place in early 2010 but, by late 2009, the owner (probably realising that its claim for crew negligence was unlikely to succeed) served an entirely revised claim, backed up by a lengthy report from an expert. The claim was fundamentally altered and was now focused on the shipmanager's application of the ISM code and the role of the 'designated person ashore'. A further allegation was made that the bridge team, or at least the principle members of it, were suffering from fatigue at the time of the incident and that the shipmanager should have been aware of this. By this time, the costs of investigation and preparing the defence had reached \$659,000. A defence was submitted on behalf of the manager that, on the evidence available, there was no error in navigation and so the claimant's case could not be proven. Although ITIC's lawyers were confident that the claim could be successfully defended, it was recognised that the hearing could last up to seven days, resulting in legal costs in the region of \$560,000, in addition to \$659,000 already spent preparing the defence. In 2011, the owner made an offer to settle the claim on a 'drop hands' basis, with each side bearing its own costs. Although the shipmanager felt that it had been presented with an extremely weak case, it was not possible to completely rule out the possibility of adverse findings. Accordingly, the offer was accepted. ITIC says, "This case shows how important it is to use the right contract and to have insurance and knowledgeable assistance to cover the legal costs and support and time needed to defend even weak claims. The defence of a shipmanager is always expensive and very time-consuming." Copies of the ITIC Claims Review can be requested from: [chris@merlinco.com](mailto:chris@merlinco.com)

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



The **NEPTUN 9** departed with Stemat's **OSLO** from Rotterdam – Photo : Ria Maat (c)