



**Number 283 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Monday 10-10-2011**

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

Perfection in Inspection

**Ned Marine**  
services B.V.  
[WWW.NEDMARINE.COM](http://WWW.NEDMARINE.COM)

Perfection for Protection

**USAF**  
ULTRASONIC ANTI FOULING

No growth, such as barnacals, mussels, etc. and last but not least a big reduce of fuel consumption.  
This system contributes to a cleaner environment

That for you need our USAF systems  
[WWW.USAF-NEDMARINE.COM](http://WWW.USAF-NEDMARINE.COM)

Perfection for Environment

USAF ST  
ULTRASONIC ANTI FOULING

USAF DT  
ULTRASONIC ANTI FOULING

Marine Surveyors | P&S Surveys | New Building Inspections | Hull Condition Monitoring | Dry-Dock Supervision | Ultrasonic Thickness Measurements | NDT Inspections | Pré Conditional Survey  
Superintendence | Coating Inspections Reporting | Hatch Tightness Testing-Leak Detection | Sacrificial Anodes | ICCP Systems | MGPS Systems | Magnetic Core Drilling | Technology and Products  
Work Shop Equipment | USAF System | Ladders | Magnets | Safety & Protection Tapes | Hoisting Equipment | Anti-Piracy | Turbo Spares Repair & Services | Scaffolds | Many More



**The grounded REPUBLICA ARGENTINA was refloated and the RO-RO vessel was escorted to Vlissingen for inspection Photo top : Richard Wisse – below : Jeremy de Kok (c)**



Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore  
PLEASE SEND ALL PHOTOS / ARTICLES TO :

**[newsclippings@gmail.com](mailto:newsclippings@gmail.com)**

If you don't like to receive this bulletin anymore :  
To unsubscribe click [here](#) (English version) or visit the subscription page on our website.  
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

## EVENTS, INCIDENTS & OPERATIONS



**MULTRASHIP**  
TOWAGE & SALVAGE

Contact: +31 115 645000 (24/7)

[www.multraship.com](http://www.multraship.com)

floating sheerlegs Cormorant (600 tons)



Police RIB seen operating in the port of Rotterdam – Photo : Mark de Bruin (c)

## Removing stranded vessel could cost \$24 million

N.S. has tug arrested, launches claim to recoup losses from grounded ship

The **MV Miner** ran aground off Scatarie Island, a provincially designated wilderness management area, on Sept. 20. It was on its way from Montreal to Turkey, where it was supposed to be scrapped. Repeated attempts to free the ship have failed, and the Canadian Coast Guard spotted additional damage to IF A bulk carrier, grounded just off Cape Breton, breaks up, the removal and cleanup costs could add up to \$24 million, the province estimates.



The figure is in an affidavit attached to the warrant for the arrest of the tugboat **Hellas**. The tugboat was towing **MV Miner**, a 230-metre vessel that carried cargo in the Great Lakes, to Turkey where it was to be scrapped. But the tow line broke Sept. 20 and the **Miner** grounded on a shoal at Scatarie Island, off the northeastern tip of Cape Breton.

The province had the tug arrested Thursday as it launched a claim in federal court against the tug's owners to recover the potential millions in removal and cleanup costs. Duff Montgomerie, the deputy minister of natural resources, said in the affidavit that Environment Department officials have told him the cost of dealing with the **Miner** while it's intact is \$400,000 to \$600,000 but could skyrocket to \$24 million if it breaks up. The estimate was based on talks with salvage experts and federal officials, said Environment Department spokeswoman Karen White.

High winds and waves beat up the **Miner** this week. The Canadian Coast Guard said Thursday that an inspection flight revealed "additional damage" to the hull and that it had moved closer to shore. Provincial environment and natural resources staff were on Scatarie Island on Friday. They saw a large hole in the vessel's hull, White said. She said they saw shorebirds but no signs of pollution as they inspected the shore. The coast guard has said it has not seen any oil sheen at the site.

The 1,500-hectare island is one of the province's protected wilderness areas. An Environment Department website says the island has a "remarkable variety" of uncommon plants and its rugged shore offers great coastal hiking and sea kayaking. It also says it had a long history as a fishing settlement, as well as an area where shipwrecks occur.

Local fishermen are worried the **Miner** could harm fishing grounds. It still holds 3,000 litres of oily waste water. Mammoet, a salvage company based in the Netherlands, has removed 6,000 litres of diesel and 3,000 litres of oily waste water. Federal court documents show the province wants \$15 million, or whatever the cost would be, for removing, salvaging and cleaning up. If the owners don't pay, the province wants the court to order the boat sold.

The tug is owned by Greek firm Pella Shipping Co., which also owns the **Miner**. The province's statement of claim is against "the owners and all others interested in the ship **Hellas**." No defence has been filed yet.

White didn't have the name of the **Hellas**'s lawyer but said the lawyer was on the tug when the sheriff served the warrant. Premier Darrell Dexter said Thursday that he wants to see the matter looked after quickly, even if it means figuring out later who pays. He said the province could take on the job if necessary. Several attempts to move the ship have failed. White said federal and provincial officials plan to be at the site again today. Source [thechronicleherald](#)

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?**  
**PLEASE VISIT THE WEBSITE :**  
**[WWW.MAASMONDMARITIME.COM](http://WWW.MAASMONDMARITIME.COM)**  
**AND REGISTER FOR FREE !**



The **STELLA GEMMA** seen out bound at the river Thames – Photo : Krispen Atkinson (c)



**TURBONED**  
WORLDWIDE TURBOCHARGER SERVICE AND PARTS

*We care, that's why we try harder*

TEL: +31 78 620 52 52  
SERVICE@TURBONED.NL



The **AIDAcara** – Photo : Dirk Smeenk – Ch. Engineer ©

## Next-generation cargo ships will be the largest ever

During slow economic times, on-road freight haulers park trucks and rail lines idle locomotives. If the need is for greater efficiency, standard operating procedure might be to convert to smaller and lighter transports, but ocean freight lines have a different response to both: They build bigger ships.

The reason, say the shipping lines: better economies of scale. It costs less to send a string of three or four big ships across the oceans instead of a larger fleet of smaller vessels. The new ships also will have more efficient engines and lower emissions, which means lower fuel costs as well. Danish shipping giant AP Moller Maersk, for example, is spending \$1.9 billion on 10 new ships that will carry 18,000 cargo containers each. The new ships will have a cargo capacity 16% greater than the world's biggest cargo ship currently afloat, the [Emma Maersk](#). They will be more than 1,312 feet long, more than 193 feet wide and will stand 239 feet tall.

The new ULCS, or Ultra Large Container Ships, could hold an NFL football field, a standard NHL hockey rink and an NBA basketball court, laid end to end, and still have room to spare. Maersk is not alone in the shipbuilding binge. AXS Alphaliner, the Paris-based maritime research firm, released a report Wednesday that said: "It appears that the container carriers' answer to the challenges of sustainable shipping and the reduction of emissions is to build ever-larger ships. Compared to a decade ago, the average container ship size has doubled." To give a sense of the scale of this transition, Alphaliner says that 48% of all new ships built in the coming years will be able to carry 10,000 or more cargo containers. Just five years ago, the world's largest container ship, the Gudrun Maersk, had a capacity of 9,500 containers. Maersk said the new ships will help it achieve its goals of reducing costs and lowering emissions, while hopefully impressing customers. "It is not only a top priority for us, but also for our customers, who depend on us in their supply chain, and also for a growing number of consumers who base their purchasing decisions on this type of information," said Maersk Line chief executive Eivind Kolding. **Source: LA Times**



The [VOS RULER](#) seen riding high near the [L 15 platform](#) and the [Noble Ronald Hope](#)  
Photo : [FLYING FOCUS lucht fotografie](#) - [www.flyingfocus.nl](http://www.flyingfocus.nl) (c)

## Contact Group on Piracy off the Coast of Somalia Launches New Website

The State Department announces the launch of the new official website for the Contact Group on Piracy off the Coast of Somalia. The new website, operated by the Republic of Korea with support from the United States and United Kingdom, serves as a repository of Contact Group documents and other counter-piracy related materials; a cyber

secretariat offering a virtual workspace for Contact Group participants; and a real-time information center for industry, academic researchers, and the general public regarding the Contact Group's ongoing efforts.

The Contact Group, established in January 2009 pursuant to the UN Security Council Resolution 1851, is a voluntary ad hoc international forum of more than 70 countries, organizations, and industry groups with a common interest in combating piracy in the Gulf of Aden and the Indian Ocean, and bringing pirates, as well as their financiers and facilitators, to justice. The Contact Group is the premier international forum for coordinating action against piracy, which is a transnational criminal enterprise that threatens commerce and humanitarian aid deliveries along one of the world's busiest shipping corridors.

Among its accomplishments to date, the Contact Group has:

- Facilitated the operational coordination of an unprecedented international naval effort from more than 30 countries working together to protect transiting vessels.
- Partnered with the shipping industry to improve and promote Best Management Practices that merchant ships and crews can take to avoid, deter, delay, and counter pirate attacks.
- Strengthened the capacity of Somalia and other countries in the region to combat piracy, in particular by contributing to the UN Trust Fund Supporting Initiatives of States Countering Piracy off the Coast of Somalia; and
- Launched a new initiative aimed at disrupting the pirate enterprise ashore, including its associated financial networks, through approaches similar to those used to address other types of organized transnational crime networks.

Source: US State Department



**Wire Ropes • Towing, Lifting and Hoisting Equipment • Consulting**  
Nijverheidsweg 21 - 3161 GJ Rhoon - Tel. +31-(0)10-5018000

**VLIERODAM B.V. - THE NETHERLANDS – [www.vlierodam.nl](http://www.vlierodam.nl)**



The **GRANDE CAMEROON** seen leaving the IJmuiden locks – Photo : Simon Wolf ©

## FPSO OSX-1 Completes Journey from Singapore to Brazil

**FPSO OSX-1**, the first floating production, storage and offloading unit in OSX's fleet, arrived today in Rio de Janeiro, successfully completing its journey from Singapore to Brazil. The journey lasted 45 days, as anticipated by the Company. Chartered for OGX for a period of 20 years, the destination of FPSO OSX-1 will be the Waimea accumulation, located in the Campos Basin, where the unit will start production of OGX's first oil.

The vessel was built in Korea and was customized in Singapore, at Keppel's shipyard, to meet the technical specifications requested by OGX and Brazilian legal requirements.

During the next days, FPSO OSX-1 will undergo mandatory procedures before the relevant Brazilian authorities. After that, the vessel shall be in sheltered waters in Rio de Janeiro, for sailing to the production field in the Campos Basin.

"OSX's team proudly shared the routine of this pioneering journey through the FPSO OSX-1's hotsite. For us, the arrival of this vessel in Brazil represents two inaugural milestones. We delivered the production unit that will produce the first oil for our key customer OGX. And, with that, we inaugurated OSX's offshore units' fleet, which shall be comprised of dozens of similar units in the next decade. OSX's production fleet shall be instrumental in transforming our country into one of the world's largest oil producers, opening a horizon of opportunities for future generations of Brazilians!" said Luiz Eduardo Guimarães Carneiro, OSX's Chief Executive Officer. **Source: OSX**



The **ORANGE SKY** seen outbound from Rotterdam – **Photo : Henk van der Heijden ©**

## New Zealand oil spill cleanup begins amid storm fears

The Liberian-flagged **Rena**, with 2,100 shipping containers on board, struck the Astrolabe Reef about 12 nautical miles from Tauranga Harbour early Wednesday and is listing at about 10 degrees.

Birds and penguins have been sighted covered in oil and there are fears the ship could break up in gale-force winds, predicted to hit Monday. The vessel, operated by the Mediterranean Shipping Co., was headed for the Port of Tauranga to load cargo when it became stranded. Maritime New Zealand says about 20 to 30 tonnes of oil has spilled into the Bay of Plenty and has formed a five-kilometre-long slick.

The New Zealand navy has sent four ships to help break up the oil. Planes and helicopters have been spraying chemicals on the slick in a bid to break it up, but so far, that has failed. Breck Gartrill, head of the New Zealand Wildlife Health Centre, said the oil is killing penguins and seabirds. "From tip to toe they are covered in black sticky gunk, matting up all their feathers, right down to the skin. They've ingested it and they are starting to get anemic, which is part of the toxic effect of the oil," he said. A rehabilitation centre has been set up in Tauranga for animals that came in contact with oil. **Source : cbc**



The RNLI lifeboat **OLIVE LAURA DEARA II** seen at the river Thames – Photo : Krispen Atkinson (c)



The **GRIFTBORG** seen outbound from IJmuiden – Photo : Jan Plug (c)

## Piet Smit Jr. in het sleepvaartmuseum

Wie kent de naam 'Piet Smit' niet? Generaties zijn er in de wijde omgeving van Rotterdam mee opgegroeid. Ze werkten hetzij bij de werf van die naam dan wel bij de sleepdienst, waarvan de stoere sleepboten aan de Westerkade of aan de Parkkade lagen, als ze tenminste even niets te doen hadden. Naast deze bedrijven was er ook nog de Havendienst Spido, op rondvaartgebied een bekende naam tot ver buiten onze grenzen. Ook Spido was ooit eigendom van Piet Smit Jr. Het werd dus hoog tijd dat het **Nationaal Sleepvaart Museum** te Maassluis aandacht aan deze man en zijn ondernemingen ging besteden, met uiteraard de nadruk op de sleepdienst. Piet Smit Jr. werd in 1848 geboren. Hij was een voor die tijd moderne vooruitstrevende man, die op zijn 20e naar Amerika ging om daar zich verder te oriënteren in de scheepsbouw, waar zijn familie in de Alblasserwaard en omgeving zich al vele jaren mee

bezig hield. Piet Smit had het best naar zijn zin en wilde eigenlijk niet naar Nederland terugkeren. Omdat zijn ouders al jong gestorven waren kreeg hij een toelage van zijn oom. Die oom was het niet met de ideeën van zijn neef eens en



zette de toelage simpelweg stop. Piet moest dus wel naar Nederland terug. Om een langer verhaal in te korten: Piet Smit nam de werf van een andere oom over, moderniseerde het geheel op verbluffend snelle wijze, breidde uit en verhuisde zelf naar Rotterdam. Hij zag iets in stoomsleepboten die in zijn tijd relatief veel geld konden verdienen, want de meeste zee- en binnenvaartschepen waren nog zeilschepen. Kapiteins en schippers maakten maar al te graag van de stoomslepers gebruik om sneller op de bestemming te zijn en om in de havens gemakkelijker te kunnen manoeuvreren. Piet Smit had al snel

een vloot van vijf sleepboten, zag een concurrent onderuit gaan en verdubbelde zijn vloot door de slepers van zijn mededinger voordelig aan te kopen. In 1877 richtte hij de 'Slikkerveersche Sleepdienst' op, waarvan hij de naam in 1889 liet wijzigen in 'Sleepdienst van P.Smit Jr.'. Kenmerk van zijn sleepboten was een gele band rondom de zwarte schoorstenen met een letter erin, die overeenkwam met de beginletter van de naam van de sleper. Vandaar de naam van de tentoonstelling: 'De Geelbanders'.

Rond 1910 beschikte de sleepdienst van Piet Smit Jr, die inmiddels aan de Boompjes in Rotterdam was gevestigd, over tenminste 60 sleepboten. Die verrichtten niet alleen havenassistenties, maar sleepten ook binnenvaartschepen, die nog geen eigen voortstuwing hadden door het hele land tot zelfs in België en Zeeland toe. In 1912 achtte Piet Smit de tijd gekomen om zijn bedrijven van de hand te doen en een rustiger leven te gaan leiden. De gelukkige koper werd D.G. van Beuningen, een groot industrieel met talloze belangen, o.a. in de Steenkolen Handels Vereeniging. Piet Smit overleed helaas binnen een jaar na de overdracht van zijn bedrijven. Daniël van Beuningen bracht meer structuur in de sleepdienst, maar liet de feitelijke leiding over aan twee directeurs, die zich al jong in het vak van de slepers hadden bekwaamd. Zij zorgden voor modernisering en uitbreiding van de vloot, zelfs in economisch moeilijke tijden.

De werf had in die tijd een geweldig kundige reputatie. Men bouwde o.a. vrachtschepen voor Finland, die zo goed bevielen dat de Finnen een order wilden plaatsen voor een technisch geavanceerde grote ijsbreker die de vaarweg naar de havensteden op een dichtgevroren Oostzee zou kunnen openhouden. De Piet Smit werf was in zijn aanbieding behoorlijk te duur, maar wist overheidssteun te verkrijgen omdat men anders mensen zou moeten ontslaan. Zo ging de order niet verloren en werd de Jääkarhu (betekent 'ijsbeer') in 1926 in Rotterdam gebouwd. Een prachtig model siert de expositie. Terzelfder tijd werd er ook een kleinere ijsbreker/sleepboot voor Rotterdam en de vaderlandse rivieren gebouwd. Dat werd de Siberië, in dienst gesteld in 1926. Het schip was uitgerust met een stoommachine van 600 pk,. In die tijd was het de krachtpatser van de Rotterdamse haven, die daarom al gauw de bijnaam 'De Beer' verwierf. Ze bewees in de strenge winter van 1929 al snel haar mogelijkheden, want tot ver op de Waal werd door dit schip onder veel belangstelling het ijs gebroken. Zelfs in de crisisjaren dertig kwamen voor Piet Smit nog nieuwe sleepboten van de hellingen, o.a. de Linge, de eerste motorsleper. Die bleek kostenbesparend, want er waren geen stoomketels nodig, die ook tijdens het stilliggen onder druk moesten worden gehouden. Dat bespaarde veel brandstofkosten. Ook waren er geen stokers meer aan boord.

In de Tweede Wereldoorlog ging het slecht met het hele land, dus ook bij de sleepdienst. Slepers werden gevorderd en verdwenen soms uit het zicht of zonken in buitenlandse havens. Enkele voerden in 1944 reizen uit met sleepschepen naar het Noorden van het land om de hongerende randstadkinderen aan boord daar de gelegenheid te bieden aan te sterken. Sleepboten als de Siberië werden verstopt in de Biesbosch, maar moesten na levensbedreigende dreigementen en op last van de bezetter weer te voorschijn worden gehaald. Op de dag van de bevrijding was er eigenlijk nog slechts één sleepboot vaarklaar.

Na de oorlog werden aanvankelijk de oude stoomslepers opgelapt. Sommige moesten eerst gelicht worden, omdat ze op verschillende locaties tot zinken waren gebracht. In de jaren vijftig werd een ambitieus nieuwbouwprogramma uitgevoerd en kwamen er geelbanders met sterke motoren en een revolutionair uiterlijk. Ook voor sleepkarweien

waarvoor minder kracht was vereist kwamen nieuwe series motorsleepboten. Als sluitstuk van het nieuwbouw-programma, met name voor de vaart op de rivieren, werden er 13 slepers gebouwd met een vermogen van 150 pk, die de bijnaam "vliegende schotels" kregen, omdat ze zo snel en wendbaar waren. In de jaren zestig en zeventig werd Piet Smit ingehaald door de tijd. De duwvaart deed haar intrede, Europoort werd gebouwd, zeeschepen werden groter, boegschroeven deden hun intrede, kortom: minder sleepboten waren nodig. De omstandigheden leidden tot een integratie van de Rotterdamse sleepdiensten, waar tenslotte Smit Internationale als winnaar uit te voorschijn kwam. Vanaf 1976 verdwenen de laatste geelbanders uit de havens en werd het bekende gele schakelembleem ingevoerd.

Ook de werf moest inkrimpen en kwam tenslotte terecht in het Rijn-Schelde-Verolme concern, waarvan de rampzalige afloop bekend mag worden verondersteld. Als laatste tak van het Piet Smit-concern overleefde de Havendienst Spido, die als Spido B.V. via een management buy out een nieuw leven ging leiden. Nieuwe fraaie salonboten werden gebouwd en bleken in een behoefte te voorzien. Ook daarvan zijn oude en nieuwe foto's in de expositie opgenomen met zelfs een fraai model van de salonboot die ooit het vlaggenschip was van het rondvaart- en watertaxibedrijf.

Piet Smit, het blijft een naam die nog steeds bij velen herinneringen oproept. De ingewijde bezoekers van het **Nationaal Sleepvaart Museum** te Maassluis zullen bij het zien van de tentoonstelling, die tot 15 april 2012 duurt, wellicht een traantje moeten wegpinken. Dat hoort bij een nostalgische expositie.



**JACK-UP BARGE B.V.**



T.O.S. is looking for experienced and enthusiastic crew for both existing fleet and the **newbuild** jack-up barge **JB-117!**

• Barge Master	• Mechanic
• Crane operator	• Rigger
• Jacking Engineer	• Electrician
• Chief Mechanic	• Deck Foreman

Call our Division Offshore  
(+31)10 - 243 67 02



**www.tos.nl**

## Dry-cargo ship delivery just 50% of planned level

Shipyards delivered about 50 per cent of the dry-bulk vessels planned over the past three quarters, according to D/S Norden A/S, Europe's largest publicly traded commodities shipping company. The number of vessels ordered may be smaller than official figures suggest because of double-counting, while other contracts haven't been executed because buyers or yards are bankrupt or can't obtain funding, Martin Badsted, head of Norden's corporate secretariat, wrote in a report on Friday on the Hellerup, Denmark-based company's website.

The record-high number of new vessels on order will continue to pressure dry cargo rates, with deliveries of new ships starting to decline from 2013, Norden said. 'Maybe there is light at the end of the tunnel for dry cargo,' Mr Badsted wrote. 'The number of new vessels delivered is still exceeding what the market is able to support, even though the number of new vessels is approximately half of what was planned.'

There are 2,788 dry cargo vessels on order at shipyards worldwide, according to Clarkson Research Services. New dry-bulk vessels delivered from yards rose in 2010 for the eighth consecutive year to 985. In 2011 to date, 719 new ships have begun trading. The dry-bulk fleet will grow between 13 and 14 per cent this year, taking into account older vessels removed from trading and scrapped, Norden said. **Source: Bloomberg**

## Ship oil reported on Mt Maunganui beach

Oil spilled from a stricken container ship off the Tauranga coastline has started washing up on shore at Mt Maunganui, reports say. The Bay Of Plenty Times said its reporters had spotted oil from the **Rena**, which is stranded on the Astrolabe Reef, on the Mount Main Beach near Leisure Island this morning. A photographer described the oil as ``thick in consistency" and in clumps.

Many people were out on the beach looking at the oil, he said. Earlier bad weather halted efforts to pump 1700 tonnes of oil from the stricken container ship. Crews aboard the barge '**Awanui**' had pumped 10 tonnes of oil from the **Rena** since 8:30pm last night. They were called off this morning due to safety concerns amid "changing weather conditions" at the reef.

Maritime New Zealand (MNZ) said the urgent salvage operation had to be stopped if there were any fears for the safety of the 25-strong salvage team on board **Rena**. It said the salvage operation at the **Rena** was urgent and said the crews were looking to resume pumping soon. "This is an incredibly quick response for a salvage operation...

"The safety of the salvage team and crew remains paramount. If conditions worsen we will temporarily stop the operation until it's safe to resume. Until then they will continue to pump fuel off the vessel for as long as it's safe to work." The salvage operation would likely begin again later today - and would carry on "around the clock", Maritime New Zealand said. Oil needed to be transferred from the ship urgently because forecasts were for more bad weather in the coming days, it said.



"The weather is expected to deteriorate in the coming days, so we are working around the clock to remove the oil. The weather will impact on both the salvage and oil recovery effort." MetService has issued a severe weather watch for the Bay of Plenty, with strong northeasterly gusts and heavy rains possible in the region today. Forecasts issued to MNZ predicted increasing north-easterly winds impacting its salvage operations in the coming days. Transport Minister Steven Joyce said the effort to remove oil from the **MV Rena** before it causes an ecological catastrophe is likely to take a long time.

"Assuming we're able to get the oil off in a certain time, I've heard weeks and even months in terms of the salvage of the containers and the ship - it's going to be a fair bit of work over a long period of time," he told the Herald. Prime Minister John Key said his advice was that oil would start arriving on Bay of Plenty's Papamoa beach on Wednesday.

People were being advised not to collect seafood. He has joined Mr Joyce and a growing chorus of others demanding to know how the **Rena** struck the wildlife-rich Astrolabe Reef early last Wednesday morning. "I think the first thing you'd have to say is this is a very large ship that, in calm waters, has hit a well-documented reef," Mr Key said. "So some serious questions need to be asked about why that happened and who is responsible, and there are two inquiries under way to get those answers.

"Obviously the Government is very keen to understand how such a catastrophe could take place." The three crew members on duty at the time were being spoken to. There was less oil visible on the water than seen previously, although the situation was likely to worsen with winds picking up over coming days. Boats were using a large skimmer

to scoop up the oil last night. Maritime New Zealand's national on scene commander, Rob Service, could not say how long it could take to clean oil from the shoreline.

An oil-coated little blue penguin yesterday became the ninth seabird to be recovered and processed at the oiled wildlife response centre - a base of tents, tanks and makeshift laboratories set up at Mt Maunganui capable of taking up to 500 birds. The little bird appeared back to its lively self after it was dropped in a pool and began happily swimming around, delighting Conservation Minister Kate Wilkinson and photographers. Co-ordinator Kerri Morgan expected to see many more cases of affected wildlife. Two hundred volunteers were standing by to help. Brett Gartrell, Massey University's Wildlife Facility Director, told Newstalk ZB there is no way to tell how many more birds could be affected, but they have experts on standby to deal with up to a thousand.

He said 10,000 Grey Faced Petrels are in one area near the [Rena](#), and thousands of Diving Petrels in another. There are also between 200 and 300 Little Blue Penguins around the area. Mr Gartrell said they are able to get a projection of where the oil is headed, so they all scare the birds away from those areas. "One is to just be having lots of boats and people and activity there but we also use things like air horns and whistling tape that we put up that moves in the wind and gives off a high pitch whistling noise."

He said as for marine mammals like dolphins, they can put sonic devices in the water to make noises to get them away. The team dealing with the salvage, led by Dutch specialists [Svitzer](#), had 250 workers. Two more barges to recover heavy fuel oil in the water were on their way. The New Zealand Defence Force has provided specialist staff, two shore patrol vessels, Seasprite and Iroquois helicopters, a C-130 Hercules sent to pick up equipment from Australia, a dozen specialist staff and the [HMNZS Endeavour](#), which arrived at Tauranga last night for use as a potential command centre. A further 300 army staff were on stand-by.

Mr Key rejected criticism over response efforts by environmental groups, the Green Party and Labour, who are calling on the Government to take over. "We've had a plan, it has been activated and mobilised, and all I can say is that I asked international experts whether we were acting quickly enough and if there was anything else we could do - and the assurance I've been given is it's relative to other accidents around the world and we've been acting very quickly."

### FOUR OPTIONS

#### 1. Dispersant:

The chemical Corexit 9500, used to tackle BP's disastrous spill in the Gulf of Mexico last year, is being sprayed to break up the black oil. But it is not clear whether it is working, and international experts are measuring the results.

#### 2. On-Water Recovery:

Scooping up oil from the water, also being tried, is a weather dependent and largely ineffective approach. In most instances, less than 10 per cent of the oil is recovered.

#### 3. Protection Booms:

Many are asking why booms aren't being used to ring-fence the leaked oil. But conditions such as strong currents, deep water and wave action have made it impossible to use them.

#### 4. Shoreline Clean-Up:

The least preferred - but ultimately inevitable - option, with oil due at Papamoa Beach on Thursday. Removing oil from sandy beaches was considered far easier than from areas such as rocky foreshores

## NAVY NEWS

# HMS Torbay attack submarine to gain improved communications and stealth

Babcock has started work on a substantial Revalidation and Assisted Maintenance Period (RAMP) for Trafalgar class nuclear powered attack submarine (SSN) [HMS Torbay](#), at Devonport Royal Dockyard. The 300,000 manhour RAMP will ensure the submarine is safe to operate for the rest of her commission, and will include significant communications upgrades and work that will improve camouflage and minimise operating noise. Communications upgrades will include improvements to internal communications, especially through bulkheads, with the installation of the Cromwell radio

antenna upgrade, and final installation of the Ship Alongside upgrade which is used in harbour to provide connectivity, television and telephone services on board.

**Torbay's** RAMP will also mark a 'first' with an extensive painting package to better camouflage the submarine when operating in shallow waters. A high level of work is expected to be included as a result of surveys, particularly in the ballast and internal tanks, and it is likely that the submarine tailshaft will be replaced (requiring some 33 weeks in dry dock). As well as inspection of the hull and propulsion systems, the RAMP will accommodate a significant amount of non-destructive testing and inspection of the major components in the reactor compartment. **Torbay** will be the final submarine to undergo an upgrade to the discharge system that provides an additional above-waterline connection to the primary circuit, providing an improved relief path used during high pressure testing known as hot lifts (undertaken as part of the commissioning programme).

Babcock boat manager Jon Lewis points out that the sheer volume of work to be contained within the RAMP creates an enormous challenge in terms of balancing resources, as well as challenges around the painting package which has

significant interface with other work on the pressure hull such as upgrades to the submarine's sonar system.

"We will develop and refine the Earned Value Management (EVM) project management technique, first rolled out for HMS Talent's RAMP, to ensure we maintain a broad view of progress across the whole platform," Lewis said. "Project milestones such as dock-down and flood-up are important pace markers in a submarine's RAMP but cannot be achieved in isolation. EVM enables us to take a more holistic view of progress and project status against budget, and ensure we keep the whole project on track." Babcock's close working with the MoD and Royal Navy is key to the success of the RAMP, to combine Babcock's knowledge and



experience to lead the planning of the RAMP project with the detailed specialist knowledge of the ship's company to ensure emphasis is placed on addressing key issues, and input from the intelligent customer (comprising MoD and Royal Navy staff) to help manage the interface with the Design Authorities. Lewis states: "The RAMP is very much a joint project between Babcock, MoD and ship's staff. Together we will shape this project and deliver it, to schedule, cost and quality."

MoD Project Contract Manager for RAMPs, Cdr Martin Gill, said: "Torbay's RAMP is the largest package to date but I have every confidence that by utilising the improved planning, communication and execution processes the Joint Project Team will complete the RAMP on time and return a more capable and safe Torbay to the Fleet ready to operate for the rest of her commission." **Source : Defpro**

## New multi-purpose nuclear sub back from trials

Russia's first Graney-class nuclear powered submarine "**Severodvinsk**" has returned to base after successful trials in the Arctic. According to Sevmash shipyard, all tests of the submarine's systems and installations went according to plan, ITAR-TASS reports. "**Severodvinsk**" will continue trials after all identified deviations have been eliminated. If the sea trails are successful, the submarine is expected to enter service with the navy by the end of this year, as previously reported by BarentsObserver.

"**Severodvinsk**" is the first of Russia's new fourth generation multi-purpose submarines of the Graney-class. The submarine is the most heavily multi-armed submarine put to sea since the Oscar-II class. While the Oscar-II class, like

the ill-fated Kursk submarine, can carry cruise-missiles with a limited range, the new Graney-class carries a variety of long-range cruise missiles. The new missiles is said to have a range of up to 5,000 kilometres.

Fully armed, the submarine can carry 24 cruise missiles and eight torpedo launchers. The cruise missiles onboard can be both tipped with conventional warheads or nuclear warheads. The second of the Graney-class submarine, named "**Kazan**", is currently under construction at Sevmash and another eight of the class is said to be built before 2020.

Source : BarentsObserver

## Dutch Caribbean Coast Guard strengthens its ties with French Maritime authorities



The Coast Guard has strengthened its cooperation with her French maritime partners. This week a delegation of the French Customs visited the Coast Guard Headquarters on Curacao. Last week the Coast Guard received a visit from the maritime representative of the Prefect of Martinique.

The Coast Guard cooperates intensively with the French maritime authorities, especially in vicinity of the Windward islands of the Kingdom (Sint Martin, Saba and Statia). This cooperation focuses both on the maritime law enforcement as well on maritime safety. On the latter, maritime

safety, the RCC Curaçao coordinates on a regular basis Search-and-Rescue actions with its partner RCC in Fort-de-France (Martinique). Several SAR actions have been conducted in good cooperation using both French assets and assets of the Coast Guard. This includes flying assets from substation Hato and maritime assets from substation Sint Martin. Regarding maritime law enforcement, both French and Coast Guard have to coordinate their operations, since the territorial waters are almost bordering around some islands. Further, valuable information is exchanged on a regular basis. As the Kingdom of the Netherlands, France is treaty member of the so-called "Treaty of San José". The purpose of this treaty is to improve and strengthen the counter illicit trafficking in the Caribbean region by enhancing the cooperation and coordination of the treaty members. The treaty enables members, with permission of the other state, to operate in each others waters and to conduct inspections on each other vessels when situation dictates. The pictures show the French Customs delegation together with the Coast Guard hosts in front of both the Customs and Coast Guard aircraft on Coast Guard airstation Hato.

## US Navy ship in Galle

**USS Ford** a guided missile frigate of the United States Navy will call at Galle Port on October 11 on a three-day goodwill visit to Sri Lanka, a spokesman for the Sri Lanka Navy said. It will be docked at the Galle Port from October 11 to 14.

Prior to her visit to Sri Lanka she called on Port of Kochin, India. **USS Ford** is assigned to the Destroyer Squadron 9. The ship is an Oliver Hazard Perry-class frigate and can provide defence in-depth against air, surface and sub-surface threats for military and merchant shipping. With a complement of 26 officers and 170 enlisted men, **USS Ford** is armed to carry out multiple roles. Source : Sunday Observer

## SHIPYARD NEWS



**ANCHOR & CHAIN FACTORY (AKF)**

- Supply of marine anchor- and towing equipment
- Lloyd's approved testing house up to 2000 mt
- Repair and modification of anchors and anchor chain cables

---

P.O. Box 22      phone +31 10 204 19 28 / 31      akf@akfanchorchain.nl  
 3100 AA Schiedam      fax +31 10 234 02 00      www.akfanchorchain.nl  
 The Netherlands

Member of the DAMEN SHIPYARDS GROUP 






Above seen the recently launched new hopper dredger **REIMERSWAAL**, the dredger was launched in Braila (Romania) at the STX yard and will arrive in the Netherlands in January for outfitting at the yard of **Kooiman** in Zwijndrecht **Photo : Jos den Herder - Reimerswaal Dredging ©**

## Sri Lanka: Colombo Dockyard Holds Keel Laying Ceremony for Multipurpose PSV

The keel for the construction of the 3rd Multipurpose Platform Supply Vessel for Greatship Global Offshore Services Pte Limited of Singapore, was held at Colombo Dockyard, at the auspicious time of 10:52 am on 6th October 2011 in the presence of Owner's Representatives Mr. Jeewaka Gunadheera (Project Manager GGOSL), Mr. Priyanga Perera (GGOSL), Classification Society Surveyors Mr. Srinath Herat (Lloyds Register) and Mr. Ajith Perera (Indian Register of Shipping). Mr. Akihiko Nakauchi (Chairman, CDPLC), Mr. Mangala Yapa (MD/CEO, CDPLC), Mr. Y. Kijima (Director, CDPLC), Mr. I. Takeda (Director, CDPLC), Mr. Shantha Perera (GM – Production, CDPLC), Mr. Mangala De Silva (General Manager –HRD&A, CDPLC) and Mr. Shantha Rathnayake (AGM – New Construction, CDPLC) along with his project team participated at the event. This 78 m long Vessel with a 3600 dwt capacity is designed by Seatech Solutions International (S) Pte Ltd of Singapore and it incorporates fire fighting, oil recovery arrangements and has the capability to operate as advanced PSV, as well as, light construction support vessel, complying to SPS Code 2008, Clean Design requirements.

The main role of this Vessel is to support offshore oil and gas fields around the clock and shall be built for operation in un-restricted waters. This Vessel is scheduled for delivery in the 3rd quarter of 2012. Since 2006 Colombo Dockyard's shipbuilding potential has reached its real heights going in to highly specialised vessels in the like of Anchor Handling Tug Supply Vessels, Multipurpose Platform Supply Vessels, and Passenger Vessels. With the experience and development achieved, Colombo Dockyard now possesses a wide portfolio of products that meet international shipbuilding standards. The blending of Japanese concepts of quality, timely delivery, dependability & reliability, with competitive pricing has been the salient features of Colombo Dockyard's product offering. Colombo Dockyard specialises on product customisation, where it caters for very specific needs and wants of individual customers. The shipyard's ability to customise products, differentiates 'Colombo Dockyard' from other traditional builders of prototype vessels and is the secret behind its success. This is the seventh Multipurpose Platform Supply Vessel that is being built for the Greatship Group, which speaks volume of the customer confidence in the Shipyard. With a wealth of experience in building Vessels for the Offshore Oil and Gas Sector requirements, Colombo Dockyard eagerly awaits to meet requirements that may arise in the Offshore Oil and Gas Exploration activities that is being carried out in the Sri Lankan waters and offer its expertise. **Source: Cdl**

## **SOCAR launches production of tankers with deadweight of 70,000 tons**

The State Oil Company of Azerbaijan (SOCAR) begins fabrication of tankers to ship Kazakh oil for further transportation via Baku-Tbilisi-Ceyhan pipeline. At Kazenergy forum in Kazakhstan SOCAR president Rovnag Abdullayev said that shipbuilding facility project launched by SOCAR in March will enable to produce tankers with deadweight of 70,000 tons. "In the future, such vessels may be used for transporting Kazakh oil volumes through the territory of Azerbaijan," Abdullayev said. Kazakhstan is ready to carry up to 25 million tons of oil via BTC. **Source: ABC.Az**

## **Death toll in Subic shipyard accident rises to 6**

Another worker who was injured Friday in an accident inside a Singaporean shipyard in Barangay Cawag Subic Zambales which instantly killed five others died Saturday in the hospital in Olongapo city. Reports identified the latest fatality as Ronaldo Bagay who lost his leg during the accident and was rushed to a hospital in Olongapo City Friday, the death toll now total to six .

Seven other workers are still in the hospital after being injured in the same accident. The five other victims were identified as Jaylord Reyes, Ronald Lara, Mark San Juan, Glen Miranda and Crisander Papna.

Subic Mayor Jeffrey Khonghun said the incident happened when a 42-ton steel scaffolding inside the shipyard of **Keppel Shipyard Inc.** gave way which fell on the workers working below. The accident according to reports happened around 10:20 a.m. at the forward drydock of Keppel in Barangay Cawag in Subic town. Reports also said that the shipyard operation is now on hold.

Keppel officials have declined to talk to the media regarding the accident. Media and even Mayor Khonghun was not allowed to enter the premises of the shipyard which was posted by several security guards. **Source : SunStar**

## **Sinopacific Shipbuilding Group, Leading the Supramax Bulk Carrier Market, Secures Order for 4+2 Crown 63 Ships**

Sinopacific Shipbuilding Group secured an order for 4+2 Crown 63 (63,500 DWT) Supramax bulk carriers from a foreign ship owner on October 8. The Crown 63 is a new generation bulk carrier which is self designed by Sinopacific Shipbuilding Group. This ship became the focus of attention from around the shipping world as soon as it was

introduced on the market, and many orders were quickly received for it. The Sinopacific Shipbuilding Group held a shipbuilding order signing ceremony especially for this occasion, which was attended by Group Chairman and CEO Simon Liang, representatives of the ship owner, Industrial and Commercial Bank of China Yangzhou Branch Vice-President Tao Cheng, Agricultural Bank of China Yangzhou Branch Vice-President Zhu Bingzhong, and Bureau Veritas Senior Vice-President Didier Bouttier.

In the post-financial crisis era, competition in the shipbuilding industry has become increasingly intense, and ship owners with interest in purchasing ships are clearly favoring products that offer more economical operations. With perfect timing, Sinopacific Shipbuilding Group has come out with a ship—the Crown 63, which is the most competitive product in the Supramax bulk carriers. This ship has reliable safety that meets the latest international regulations. It also provides excellent comprehensive performance in the three areas of deadweight tonnage, fuel consumption, and service speed. This ship's EEDI parameters easily meet the standards of the International Maritime Organization (IMO), and its design anticipatively conforms to the latest requirements for environmental protection.

The Group's Dayang Shipbuilding Co., Ltd. has successfully delivered fifty-two Crown 58 bulk carriers to date, and that ship's operations-friendly design and solid construction quality have won it widespread praise and recognition in the market. The Group has always worked hard to improve on its past success and to boldly pursue innovation, which is reflected in the development of the Crown 63, the upgrade from the Crown 58. All the performance indicators of the Crown 63 have been further optimized, so while guaranteeing an operating speed that is equivalent to the Crown 58, the Crown 63 also provides 9% more deadweight tonnage and 13% less fuel consumption. Its exhaust emissions have been greatly reduced, and it also provides ship owners with greater competitiveness in many areas.

Because of these advantages, orders for 30 ships were received for the Crown 63 as soon as it was introduced on the market, of which 14 orders were for the year 2011, making up about 20% of the total global orders for Supramax ships this year. Sinopacific Shipbuilding Group Chairman Simon Liang stated: "Sinopacific Shipbuilding Group will continue to persist in its strategy of relying on the innovation of business models and advanced technology to maintain its leadership position in this niche market of shipbuilding." **Source: SinoPacific Shipbuilding**

**PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER, YOUR ADDRESS WILL BE "DEACTIVATED" AUTOMATICALLY IF THE MAIL IS BOUNCED BACK TO OUR SERVER**  
**If this happens to you please send me a mail at [newsclippings@gmail.com](mailto:newsclippings@gmail.com) to reactivate your address again, please do not write this in the guestbook because I am not checking this guest book daily.**

## ROUTE, PORTS & SERVICES



### Monster aan voor een Wereldbaan

Redwise zoekt enthousiaste maritieme professionals voor ship delivery-opdrachten, maritiem uitzendwerk en crew management op uiteenlopende scheepstypen.  
**Monster aan op [crewing@redwise.nl](mailto:crewing@redwise.nl)**

**[www.redwise.com](http://www.redwise.com)**



**[info@redwise.nl](mailto:info@redwise.nl)**



The boatman in the port of Rotterdam seen in action alongside the [Eagle Kuantan](#)

photo : Rik van Marle (c)

## Safe Bulkers, Inc. Announces a Two-Year Time Charter

[Safe Bulkers, Inc.](#), announced that it has entered into a new period time charter for a 82,000 dwt, Chinese built, Kamsarmax class vessel, for a duration of 24 to 27 months, with a forward delivery date within the second or the third quarter of 2012, at a gross daily charter rate of \$13,250, less 4.75% total commissions. The charter is expected to commence upon delivery from the shipyard.

As of today, the contracted employment of fleet ownership days for the full year 2011, 2012 and 2013 is 94%, 64% and 57% respectively. Contracted employment includes vessels which are scheduled to be delivered to us in the future. Dr. Loukas Barmparis, President of the Company, said: "The new two-year time charter secures employment for one of our Chinese newbuild Kamsarmax class vessels and expands our charter coverage for the coming two years." The Company is an international provider of marine drybulk transportation services, transporting bulk cargoes, particularly coal, grain and iron ore, along worldwide shipping routes for some of the world's largest users of marine drybulk transportation services. The Company's common stock is listed on the NYSE, where it trades under the symbol "SB". The Company's current fleet consists of 17 drybulk vessels, all built post-2003, and the Company has contracted to acquire 10 additional drybulk newbuild vessels to be delivered at various times through 2014. **Source: Safe Bulkers Inc.**



The **SAEBORG** seen moored in Bergen – Photo : Sergey Alymov, SEVEN PACIFIC ©

## AMERICAN SALVAGE ASSOCIATION ANNOUNCES NEW LEADERS FOR 2011-2013

Tim Beaver, Chief Executive Officer of Global Diving & Salvage, Inc., has been elected President of the American Salvage Association at its recent meeting in Arlington, VA, October 5, 2011. He succeeds Mauricio Garrido, who served as President from 2009-2011. Paul Hankins, Donjon-SMIT, LLC, has been elected Vice President. Todd Schauer, Resolve Marine Group, has been named Secretary/Treasurer.

"This new leadership team will serve to energize the ASA's approach to the diverse fronts tackled by the ASA," said Beaver. In addition, David DeVilbiss (Global Diving & Salvage, Inc.); Dan Schwall (Titan Salvage); and Bob Umbenstock (Resolve Marine Group) were elected to ASA's Executive Committee. Paul Smith (The Glosten Associates, Inc.) and Bob Urban (PCCI, Inc.) were elected co-chairs of the ASA Associate Membership Committee, and serve on the Executive Committee in this capacity. "ASA owes great thanks to Mauricio Garrido, who led us as President since 2009. His guidance served our members and the industry well over his term in office," Beaver continued. "This year and beyond, ASA will remain focused on the OPA 90 salvage and marine firefighting regulations for tank vessels, pending regulations for non-tank vessels, responder immunity, Arctic response, the ongoing Quality Partnership with the U.S. Coast Guard, as well as continuing to strengthen our industry's commitment to the marine environment," Beaver noted.



The **TOMAR** seen at the Westerscheldt River – Photo : Henk de Winde (c)

ingenieursbureau  
**OESTERBAAI**

Asbestos Surveys conform IMO & SOLAS standards



Engineering firm Oesterbaai is a certified company which is specialized in asbestos surveys, asbestos training and consultancy onboard ships, platforms and other offshore objects.



certified by Lloyd's for performing  
asbestos surveys and assessments  
according to Dutch Legislation

**Oesterbaai** can issue an asbestos safe certificate for your ship to work in areas or countries which demands a certain certificate or other document which proves an asbestos safe ship. Asbestos surveys by Oesterbaai are according to Dutch Standard SC-540 and comply with IMO standards and strict European Laws regarding asbestos. A survey can be part of your HSE and/or Maintenance Plan!

If you would like to receive more information please contact us at +31 10 2088444 or via email at: [clemens@oesterbaai.nl](mailto:clemens@oesterbaai.nl)

ingenieursbureau Oesterbaai . Rotterdam . the Netherlands . [www.oesterbaai.nl](http://www.oesterbaai.nl)



The **GENMAR** seen in Rio Grande – Photo : Marcelo Vieira (c)

## Panama Canal sees throughput rise 7pc to 322.1 million tons in F2011

THE Panama Canal attracted a record 322.1 million Panama Canal/Universal Measurement System tons of cargo in fiscal 2011 that ended on September 30, representing a year on year increase of 7.1 per cent, according to preliminary figures from the Panama Canal Authority. A PC/UMS ton is equal to 100 cubic feet of the vessel's water displacement. A report by the Journal of Commerce said the opening of the expanded canal in 2014 will raise the waterway's capacity to more than 600 million PC/UMS tons. **Source : Schednet**

## Govt eyes more cruise ship visits to RI

The government plans to separate industrial and tourism ports to bring more international cruise liners to Indonesia due to growing demands. "We have to prepare our ports because they are crowded with cargo ships. International cruise tourists want to see the beauty of the port," Firmansyah, the Culture and Tourism Ministry's director general for tourism development, told The Jakarta Post at his office on Friday.

He said that the ministry was collaborating with port operator PT Pelindo I and II as well as local administrations to improve ports including Tanah Ampo and Benoa in Bali, Tanjung Mas in Central Java, Tanjung Priok in Jakarta, Belawan in North Sumatra and Palopo in South Sulawesi. "We have to admit that we are lacking ground handling facilities. We are working hard so that more international cruise ships can visit Indonesia," he said, adding that the cruise industry had a lot of promise in Indonesia.

As of September 2011, there were 178 cruise ship calls with 113,766 passengers coming to Indonesia, while in 2010, that figure stood at 198 for the calls that brought 94,228 passengers. In 2012, he said that as many as 215 calls have been scheduled to visit Indonesian ports, bringing 137,279 passengers. He added that 2,000-passenger cruise ships had anchored twice in Tanah Ampo this year, including the Australian **Sun Princess**, which anchored at Tanah Ampo on July 17.

**Sun Princess** was the first ship to make a stopover after several others canceled their visits due to unfinished docking facilities. With 2,100 passengers and 880 crew on board, the ship made its final stopover in Tanah Ampo before returning to Fremantle, Australia. Kicking off its journey in Fremantle, the ship went to Padang, Langkawi and Singapore before heading to Vietnam and Cambodia. "Tanah Ampo still needs a wharf extension to be able to accommodate cruise liners, and we are working on that," Firmansyah said.

The current pier is only 154 meters long, while the international standard is at least 300 meters. Construction is unfinished, despite being initiated years ago, for lack of around Rp 200 billion (US\$23.6 million) budgeted by the central government. Although docking facilities are not yet finished, cruise ships can anchor some 400 meters away from the wharf and small boats bring passengers and crew to a floating jetty to reach the terminal. However, Firmansyah was upbeat that the dock would be finished soon because Pelindo and local administrations have felt the benefits. "Indonesia gets at least \$1 million from cruise liner business a year," he said.

Indonesia also plans to make Bali a hub cruise port that will connect several potential ports for foreign tourists in 2014, he said. From Bali, cruise liners will travel to Semarang, Jakarta, Palopo, Flores and back to Bali. The ministry is still choosing between Benoa and Tanah Ampo as the hub. However, he said that if Benoa were chosen, it would take much more work and time. **Source : The Jakarta Post**



**ISO 9001 APPROVED COMPANY**

- Pilot & Embarkation ladders.
- Safety & Protection tapes.
- Helicopter nets CAP 437.
- Cargo nets.

**Bulwark & Wharf ladders available from stock**

Accommodation ladder/gangways  
Taylor made according to your drawing.

**Fast delivery!**

Contact us direct at:  
info@ptrholland.com

**All included CLASS CERTIFICATES**

**WWW.PTRHOLLAND.COM**

PTR HOLLAND B.V.



The **DURBAN HIGHWAY** seen in Zeebrugge – Photo : Henk Claeys (c)

## The Netherlands: MirTac Extends Contract with Tanker Owner Anthony Veder

After operating StarIPS for 4 years on more than 15 vessels, Anthony Veder and MirTac have expanded the fleet wide implementation of the STAR IPS Fleet Management Software on Anthony Veder's newly acquired ships. The former system was successfully converted to StarIPS and optimized to achieve the same level of efficiency and control as maintained by the rest of the fleet. Anthony Veder uses StarIPS to manage onboard processes and procedures, such as maintenance planning, stock control, vessel administration and document control. The vessels communicate seamlessly with the office and vice versa, resulting in transparent and efficient fleet management whilst meeting all safety, environmental, health and customer regulations such as ISM and ISPS. Source: Anthony Veder



The **ERIEBORG** seen enroute Amsterdam – Photo : Marcel Coster (c)

## PNSC disposing two vessels without plausible reason

Pakistan National Shipping Corporation (PNSC) is going to scrap its two bulk carriers namely [M.V. Sargodha](#) and [M.V. Multan](#) soon, which will leave the corporation with the fleet of 7 vessels. Official sources informed Profit that the current administration of the corporation under the chairmanship of Vice Admiral (Retd.) Aslam Ahmed Meenai has surprisingly decided to scrap both the bulk carriers without any plausible reason. "Both the Japanese bulk carriers were manufactured in 1980s, and could be utilised with proper maintenance as some carriers manufactured in 1970s are still in use as cement loaders in many parts of the world, therefore, this decision of scraping two important vessels by the corporation is not rational," sources added. After selling the scrap of these two bulk carriers the corporation would be left with 7 vessels (3 tankers and 4 bulk carriers), which is a bad omen for the corporation that witnessed their profits surging by 280 per cent in the last year, sources said. Therefore the sources claimed that the fleet reduction is not being done for capital increase since the corporation is already in profit while they still have to repay a previous loan of \$20 million leftover by the previous administration. The previous administration took a loan of total \$130 million to finance six new vessels with \$110 million. Intriguingly though instead of increasing the fleet to ensure more profitability the Shipping Corporation is reducing its fleet, sources claimed. Both the bulk carriers would be sold in \$3 million each to the scrap industry, which means that they will only have \$6 million to add to the finances of the company at the cost of usable vessels, sources reasoned. A new vessel of the same capacity is available in \$15 million, which would prove to be very expensive, the source added. Ironically, chairman of the corporation in his message claims that 'undoubtedly we are endeavoring to enhance our business operations. We will continue to seek expansion of our fleet and other related services,' and now it is clear that they are actually reducing the fleet, sources said. It is to be noted that the previous chairman of PNSC vowed in writing that the fleet would always have 11 vessels at any cost, but this has not been the case at all. **Source: Pakistan Today**



The [ATHENA](#) seen in Rotterdam – Photo : Guido Akster - [www.guidoakster.nl](http://www.guidoakster.nl) (c)

## Horizon saved from bankruptcy with US\$650 million refinancing deal

TROUBLED Horizon Lines, brought to near insolvency by a US\$15 million price-fixing fine, reduced from \$45 million, has made a \$650 million financial restructuring deal that delivers America's biggest shipping line into the hands of its bondholders and rescues the company from bankruptcy. "We now have a new capital structure that eliminates the refinancing uncertainty faced by our company. We have put in place a solid financial foundation that affords us the opportunity to grow our business and reduce debt," said company president CEO Stephen Fraser.

Under the deal, holders of 99.3 per cent of the company's 4.25 per cent convertible notes due in 2012 will exchange their notes for \$278.1 million of new six per cent convertible notes and \$49.7 million in common stock and warrants, reported London's International Freight Weekly. This leaves bondholders with 61 per cent of the shares, or as much as 95 per cent if all new convertible notes were exchanged for stock. Horizon, based in Charlotte, North Carolina, and its subsidiaries also took on a \$100 million, asset-based credit facility arranged by Wells Fargo Capital Finance, said the report.

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

## **MARITIME ARTIST CORNER**



**'Nieuw Amsterdam'** pictured in the Dover Straits. Courtesy Seatrade Groningen  
[www.robertlloyd.co.uk](http://www.robertlloyd.co.uk)

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

## **UNSUBSCRIBE / UITSCHRIJF PROCEDURE**

To unsubscribe click [here](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US) (English version) or visit the subscription page on our website.  
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

Om uit te schrijven klik [hier](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL) (Nederlands) of bezoek de inschrijvingspagina op onze website.  
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>

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



The Trawler **ST-10 Hepsahav** of Trondheim underway to the Norwegian fishing grounds  
Photo : Reinier Meuleman (c)