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**Above seen Hr Ms EVERTSEN on a courtesy call to Cork, with Fastnet Lines ferry JULIA in the background. Photo : Aidan Fleming ©**

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## EVENTS, INCIDENTS & OPERATIONS



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Above seen the 2009 built asphalt/bitumen tanker **IVER BITUMEN** entering Grand Harbour, Malta on Saturday 26th November, 2011 for the first time with a cargo of asphalt loaded from Augusta, Sicily.

Photo : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©

## Absolute reliability from Daily Maersk

Absolute reliability in shipping is a reality with Daily Maersk. Maersk Line's revolutionary new service on the Asia - North Europe trade lane, has shown that it can be done. The first Daily Maersk cargo was on time in all three



European ports being serviced, Felixstowe, Rotterdam and Bremerhaven. "Maersk Line is proving that we can give customers absolute reliability. When we first started thinking about introducing Daily Maersk I did wonder whether it was going to be possible. We made it happen, and we are confident we can continue to provide outstanding service to our customers," said Vincent Clerc, Vice President and Head of the Europe trade, Maersk Line. Customers have also reacted very positively to the new Daily Maersk service. Absolute reliability means lower costs elsewhere: "The fixed cargo availability will be helpful when our customers have promotional stock or even a deadline to deliver to store. With the fixed availability date and the Maersk Line transportation promise then this enables better planning and a more reliable supply chain thus enabling costs to be taken out," said Adam Collins, Managing Director, PFE Express. PFE Express is recognised as a leading name in Freight Forwarding with over twenty years' experience as a world-wide operator. Based in the UK and operating worldwide, they are a market leader in the Far East freight trade, specialising in sea and air transportation throughout the region. **Source: Maersk Line**



The 1982 **PACIFIC MERMAID** seen moored in Beverwijk (The Netherlands) loading potatoes

Photo : Hans Blomvliet ©

### OPA 90 - Salvage and Marine Firefighting



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### The Complete OPA 90 Salvor



The **ELDER** seen in Malta – Photo : Mario Schembri ©

## German Dutch investigation team to combat piracy in Somali waters

The Royal Netherlands Marechaussee (Constabulary) is participating in a new German-Dutch investigation team set up to combat piracy in Somali waters. The team will focus primarily on identifying the organisers, financiers and negotiators involved in hijacking merchant shipping.

The Dutch National Public Prosecutor's Office made the announcement of the team's establishment on November 17. The Dutch ministry of defence said the investigation team will try to discover where the millions of dollars of ransom money goes to in an effort to track down the broader piracy network. The Joint Investigation Team is an initiative of the Dutch National Public Prosecutor's Office and the German Public Prosecutor's Office in Osnabrück, Germany. In addition, the National Criminal Investigation Service, the State Investigation Bureau of Lower Saxony, the Federal Investigation Bureau in Berlin, Eurojust and Europol are also taking part. Last week, representatives from the Dutch National Public Prosecutor's Office, the Public Prosecutor's Office in Osnabrück and Eurojust signed the cooperation agreement. The joint investigation team has been set up provisionally for one year.

Despite international efforts, piracy continues to be a major problem in the Gulf of Aden and Indian Ocean. In recent days pirates have unsuccessfully attack a couple of ships in the Indian Ocean. On Monday morning the container ship **MSC Jeanne** was attacked by six pirates in two skiffs, whilst 200 nautical miles east of Mombassa, Kenya. After the ship was fired on, the master raised the alarm, took evasive manoeuvres and fired flares towards the skiffs, causing them to abort the attack.

On Sunday the bulk carrier **Pioneer Pacific** was attacked by eight pirates in two speedboats whilst underway in the Gulf of Aden, off Yemen. The crew fired flares at the speedboats and an onboard security team fired at the pirates, causing them to break off the attack. On November 18, armed men boarded an oil supply vessel contracted by U.S. energy company Chevron off the Nigerian coast in the second attack by gunmen on Chevron contracted vessels this month. "The MV **Endeavour** was off the coast, serving Chevron's Agbami field, when gunmen boarded it in the very early hours," one security source told Reuters. Two other sources close to the incident confirmed the details. Experts say recent attacks on ships in the Gulf of Guinea threaten the region's position as an emerging trade hub that is an increasingly important source of oil, metals and agricultural products such as cocoa for world markets. Britain and the United States last month reversed their opposition to having armed guards on merchant ships amid growing acceptance that weapons could be the best deterrent to Somali gangs who have been seizing ships and holding their crews and cargo to ransom for the last five years. On Monday Reuters said that security firms led by G4S are now providing armed guards to ships sailing pirate-infested Somali waters, with one start-up kitting out a gunboat to lead World War II style convoys, as shipowners step up their response to constant attacks. G4S, which provides services ranging from airport and sports event security to prison management and cash transportation, has been in the vessel security market since 2003, but only recently switched to using armed guards. G4S, currently serving two large Far Eastern shipowners, said it may also offer armed protection to shipping off the west coast of Africa and the Strait of Malacca, off Malaysia, both scenes of increasing pirate activity. Other private security contractors offering protection against pirates include Typhon, a start-up chaired by Simon Murray, the ex-military chairman of commodities trading



giant Glencore. Typhon, backed by two major Asian shipping companies, plans to protect convoys of up to ten ships with an armed vessel complete with helicopter, chief executive and founder Anthony Sharpe told Reuters. A report earlier this year estimated that maritime piracy costs the global economy between US\$7 billion and US\$12 billion through higher shipping costs and ransom payments. Somali pirates were holding as many as 16 vessels hostage as of November 7, including the **Blida**, a 20,586-tonne Algerian-flagged carrier with 27 crew members. **Source:** DefenceWeb



The **COSCO DEVELOPMENT** seen moored at the Euromax terminal in Rotterdam-Europoort

Photo : Jan Oosterboer ©

### Dear Spinners.

At the beginning of this year we held our annual **Spinning Marathon** in Zeeland to raise funds for the **Sophia Children Hospital** in Rotterdam. The event was a great success and we had the pleasure and honour to hand over a cheque for **Euro 100,000** to the CEO of the Hospital Mr. Bert van der Heijden. The funds raised will be used for research for kidney disease in young children.

On **January 21st 2012** we will repeat this **Spinning Marathon** event and we hope again to collect an enormous fund for the Hospital. This year it will be used for research into lung defects in children. Your help last year was appreciated by so many and we hope we can count again on your generosity to join the event by attending and Spinning or by sponsoring/donating a small gift. For further information, please contact **Maarten Hardon** at [m.hardon@jackupbarge.com](mailto:m.hardon@jackupbarge.com) **On behalf of the Hospital and the Children - Many Thanks.**

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## SALVANGUARD AWAITING WEATHER OF CAPE TOWN



The **Postojna** seen during heavy weather off Cape Town, 27.11.11. the **Postojna** is under tow of **Salvanguard**, waiting for weather to moderate to enter Cape Town for bunkers and stores on the way to Cigading, Indonesia. **Photo's : Capt Neil Johnston – Master Salvanguard ©**



## Eyes on the Barents maritime safety

On duty round the clock monitoring tankers and other risk traffic in the Barents Sea and along the coast of Norway. The amount of oil shipped out from Russia has not increased and no voyages with nuclear waste have taken place this year. The **Vessel Traffic Service (VTS)** in Vardø plays a key role in the maritime safety cooperation with Russia. From its location in Norway's north easternmost corner it is possible to see over the Varanger fjord to Russia's Kola Peninsula. This is the main route for oil tankers from Murmansk to the markets in Europe. Worst-case scenario is a



huge tanker accident, followed by massive oil spill and ecological damages along the Arctic coast. - We are working closely with emergency forces and rescue coordination centres. If a tanker gets an engine breakdown, we can immediately see where the nearest tow boat is and send assistance, says Ståle Sveinungsen, head of Vardø VTS. On the large screens on the walls, Ståle Sveinungsen and his fellow officers can see the exact position all maritime traffic within Norwegian economic zone from the south to the maritime border with Russia in north east, including Svalbard and Jan Mayen.

A network of monitoring sensors, vessels identification systems, satellites, coastal radios and the armed forces coastal radar chain are some of the tools connected to the monitors in Vardø. - When a vessel appears on our screens, we can at once see details like port of departure and arrival, type of cargo and the ships technical details, explains Ståle Sveinungsen.

Norway is now establishing a joint ship reporting system with Russia for surveillance of traffic from Lofoten to Murmansk. All vessels passing through or proceeding to and from ports and anchorages within the Barents area will have to report in to the vessel traffic management information system, named Barents VTMS. The vessel traffic centres in Vardø and Murmansk are to function as key information nodes for shipping traffic in the north. Especial importances are tankers and ships carrying hazardous cargoes. In northwest Russia, both the ports of Murmansk and Kandalaksha will be integrated to the system as well as voyages in the Russian sector of the Barents Sea. Vardø VTS is also responsible for providing statistics of the oil transport from Russia around the coast of Finnmark. The tanker traffic increased substantially after the year 2000, but the amount of oil seems to be more or less the same this year as in 2010, between 12 and 14 million tons of oil.

Last autumn, headlines were made internationally as the small cargo vessel Puma sailed into Norwegian waters loaded with spent uranium fuel heading for Murmansk. Unclear distribution of responsibility triggered a request from the Norwegian Armed Forces Joint Head Quarters to the Norwegian Radiation Protection Authorities (NRPA) to describe what should be the procedures for such voyages in the future. - We have a good dialogue on issues related to transport of spent nuclear fuel and are now developing a cooperation agreement on information exchange and preparedness with Vardø VTS, says Eldri Holo with the Radiation Protection Authorities to BarentsObserver. She says Norway for years has initiator to request countries that are shipping nuclear waste to inform the coastal states they are passing.

Last reported vessel with radioactive material to sail outside the coast of Norway was "**Zamoskvorechye**" that in mid-December last year sailed from Murmansk to Hull in England with radioactive cargo. The Arkhangelsk owned vessel is actively used for transport of uranium between Russia and European ports.

In order to have a safer shipping traffic in the north, Norway have established pre-fixed lanes for north and south going vessels farther from the coast than earlier. The lanes are monitored from Vardø VTS enabling the operators on duty better to take necessary action if a vessel should get into trouble. From the monitors in Vardø, the officers are also controlling the huge LNG tankers sailing in and out from the Melkøya plant outside Hammerfest. If another vessel by accident should happen to enter the safety zone around the gas plant, the captain on bridge will within seconds get the Vardø VTS operator on radio. With the up-coming petroleum boom in the Barents Sea, increased international shipping along the Northern Sea Route and the development of Murmansk as a large-scale port-hub, the importance of safety surveillance by Vardø VTS will only grow in the years to come. **Source: Barents Observer**



The **DONGBANG GIANT no 3** seen anchored off Singapore last Saturday

Photo : Andrew Mackinnon – [www.aquamanships.com](http://www.aquamanships.com) ©



Above seen the 1925 built crane barge **HIKITIA** which is based in Wellington, New Zealand. The barge was constructed on the Clyde in 1925 and made the passage to Wellington, New Zealand under own power in 1926. The passage took 84 days in total, quite an achievement even by modern standards! The barge is maintained under a charitable trust in Wellington and is in fully operational condition, undertaking a lift using the steam powered crane in October in Wellington harbor. **Photo : Nick Haslam (c)**

## 27k awarded to ship worker

A SHORE worker whose right arm was injured while releasing quay ropes on a ship in Dublin, has been awarded just under €27,000 damages in the Circuit Civil Court. David Murphy, of Bremen Road, Ringsend, Dublin, was slipping the lines to allow a ferry to leave North Wall Quay, Dublin, in November 2009, when his hand and elbow were injured. Mr Murphy's employer -- Norfolklane Irish Sea Ferry Services, -- denied negligence. Judge Jacqueline Linnane awarded him €26,899. **Source : herald.ie**

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The **GSP LICORN** seen in Constanta – Photo : Jan Plug ©

## Italian ship released by pirates

A hijacked Italian ship was freed after being held hostage by Somali pirates for seven months. The **Rosalia D'Amato** freight ship was in the Arabian Sea when two boats full of armed pirates boarded and took control of it April 21, ANSA, the Italian news agency, reported.

"We are all OK," said Orazio Lanza, captain of the freighter after the ship was freed Friday. "For us, their freedom is still forthcoming since the ship is still in Somali waters," Carlo Miccio, head of the cargo firm Perseveranza Navigazione, told ANSA. Somali pirates are currently holding at least 12 ships. Last year, pirates are believed to have made \$80 million from ransom money. Earlier this year, governments reached an international agreement that they would no longer pay ransoms. Source : [upi.com](http://upi.com)



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## Irish Sea search operation resumes

The search for five missing seamen in the Irish Sea resumed yesterday morning at 8am, the UK Maritime and Coastguard Agency said.

The RAF was searching the Irish Sea again yesterday morning. The Irish Coastguard assisted in the initial search operation. There were gale force winds and high seas when the vessel sank off Holyhead. Two Russian crew members were located by a UK helicopter. The UK Maritime and Coastguard Agency has resumed the search for five Russian crew members missing in the Irish Sea. The search began at 8am after it was called off at 4.45pm yesterday as light

faded. A spokeswoman said: "They are going to be searching roughly 105 miles of shoreline from Holyhead to Aberdovey using coastguard rescue teams and the RAF search and rescue helicopter from RAF Valley." The men's cargo ship, the *Swanland*, suffered catastrophic failure and sank in gale force conditions off North Wales early yesterday morning.



The body of one of the eight Russians on board the vessel was recovered from the Irish Sea by a UK Coastguard helicopter. Two others were rescued by an RAF helicopter co-piloted by Britain's Prince William. The Irish Coastguard

assisted in the initial search operation. A UK official said the hull of the 81-metre vessel cracked. It was carrying 3,000 tonnes of limestone. **Source :** [rte.ie](http://rte.ie)

## SPIRIT OF BRITAIN OUT OF SERVICE FOR REPAIRS



**Photo :** Hans Reints ©

The **MS Spirit of Britain** is a cross-channel ferry operated by P&O Ferries on the Dover-Calais route. The ship was originally to be called **Olympic Spirit** but was renamed in May 2010 to avoid copyright infringement. The ship arrived in Dover on 9th January 2011 after its delivery voyage from Rauma, Finland, and entered service on 21st January. **Spirit of Britain** will be the sister ship of **Spirit of France** which is of similar design. Since her delivery from the builders the ship has been affected by vibration problems similar to those being experienced by her sister ship **Spirit of France** during the yard trials, rumours are picked up that the **Spirit of Britain** will be taken out of service soon to be repaired and the delivery of the **Spirit of France** is delayed until further notice.

**Note :** it was reported yesterday that due to bad weather the **SPIRIT OF FRANCE** broke her moorings at the STX shipyard in Rauma and landed against a rocky breakwater.

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The Austal Build Catamaran of Virtu Ferries, [Jean De La Valette](#), seen leaving Valletta, Malta for Sicily  
Photo : [Gejtu Spiteri](#) ©

## Weekly Piracy Update: Anti-Piracy Measures Prove Effective

**INDIAN OCEAN:** Container ship ([MSC JEANNE](#)) was fired upon by six pirates in two skiffs on 21 November at 0536 UTC while underway in position 04:03S – 042:55E, about 198 nm east of Mombasa, Kenya. The Master raised the alarm, took anti-piracy preventive measures, and fired flares toward the skiffs, resulting in the pirates aborting the attempted attack and moving away. (IMB, UKMTO)

**GULF OF ADEN:** Bulk carrier ([PIONEER PACIFIC](#)) was fired upon by eight pirates in two speed boats on 20 November at 1345 UTC while underway in position 12:27N – 043:47E, about 24 nm southeast of Perim Island, Yemen. Master fired flares when the speed boats were 600 m away from the vessel and the onboard security team returned fire, resulting in the boats moving away. (IMB)

**BANGLADESH:** Bulk carrier boarded and robbed 20 November at 2315 LT while anchored in position 22:12N – 091:45E, Chittangong, Bangladesh. Duty officer noticed the robbers on the forecastle deck and alerted the deck watchkeepers, who then rushed the forecastle. Seeing alert crew the robbers escaped with stolen ship stores. (IMB)

**VIETNAM:** Oil tanker boarded and robbed 17 November at 2010 LT while anchored in position 10:13N – 107:04E, Mui Vung Tao, Vietnam. The two armed robbers with steel rods were spotted by the duty watchmen who alerted the duty officer who raised the alarm and mustered the crew. On seeing crew alertness the robbers jumped overboard and escaped with stolen stores. (IMB) **Source:** [gCaptain](#)

## NAVY NEWS



Singapore Coast Guards **Damen StanPatrol 3507** vessels **PH 55 BASKING SHARK** (top) and **PH 52 WHITE SHARK** (below) seen patrolling the Singapore waters – **Photo's : Piet Sinke ©**

Above & below photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

The **Police Coast Guard** is the Marine Police division of the Singapore Police Force which also takes on roles of the coast guard typically handled by the military or as separate organisations in other countries. These include the enforcement of law and order in Singapore's territorial waters, and Search and Rescue operations in collaboration with the Maritime and Port Authority of Singapore, and the Immigration and Checkpoints





## MOD sign a memorandum of understanding with the Vietnamese

Lord Astor of Haver, Parliamentary under Secretary of State for Defence welcomed the Vice Chief of Defence for The Socialist Republic of Vietnam, Lieutenant General Nguyen Chi Vinh and his delegation to a lunch held at Lancaster House to mark the signing of a Memorandum of Understanding between the two nations.

The signing of this Memorandum follows on from the Strategic Partnership Declaration signed on 8th September 2010 by the Vietnamese Deputy Prime Minister and Foreign Minister, Pham Gia Khiem and the UK Foreign Secretary, the Rt Hon William Hague MP.

The agreement with Vietnam demonstrates the UK's commitment to pursuing an active foreign policy with emerging powers around the world. The UK aims to make the Strategic Partnership a springboard to take our growing bilateral trade relationship to the next level. The Strategic Partnership Declaration demonstrates the breadth and the depth of our cooperation, including defence & security. The UK is looking to engage more closely with countries in South East Asia and the Defence Cooperation MOU signed today between Lord Astor of Haver, and Vice Minister of National Defence Vinh, is another example of this regional engagement.

- It is expected that today's MOU signature will further enhance the bilateral relationship, and will support the exchange of information in areas such as training & peace support operations.

Lord Astor of Haver said:

"I welcome the opportunity to meet with Lt Gen Nguyen Chi Vinh today and to sign the Defence Co-Operation MOU. We had fruitful discussions on a number of topics and hope that the MOU will help to facilitate a deeper level of cooperation between our two nations, enhancing the bilateral relationship, envisaged in the Strategic Partnership Declaration signed in London last year". **Source: MOD.**

## Iran launches 3 new Ghadir-class subs

Islamic Republic has launched three new Ghadir-class submarines expanding its fleet of 14 Ghadir-type submarines, an Iranian official said Saturday. "All parts of these submarines, including their body and their advanced radar equipment and defense systems, have been designed and manufactured by our country's defense experts and with the help of the Defense Ministry," Ynetnews quoted Iranian Navy Commander Rear Admiral Habibollah Sayyari as saying.

The submarines are armed with torpedo missiles and were manufactured according to the geographical and climate conditions and specifications of Iranian waters. Earlier Saturday, Iranian military officials hinted that Ghadir-class submarines improve the navy's ability to defend Iranian territorial waters.

## SHIPYARD NEWS

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## Cochin shipyard appoints Mr Sunder as new director

Mr RS Sunder has assumed charge as director (operations) of Cochin Shipyard Ltd, Steelguru reports. In a professional career spanning over three decades, Mr Sunder held various important appointments in the Indian Navy prior to his retirement. Prior to joining the shipyard, he was Project Director, Project 17 Ships (Stealth Frigates) at Mazagon Dock

Ltd, Mumbai, and led the team to deliver two ships **INS Shivalik** and **INS Satpura** to the Indian Navy. Source : portnews



The new RT80-32 FiFi tug **RT SENSATION** seen under construction at the **ASL yard** in Singapore

Photo : Piet Sinke ©

## Damen Shipyards Hardinxveld signs contract with Iskes and OSD for two Green Tugs

In November 2011 **Iskes Towage & Salvage** took its first Damen tug into operation: the ASD 2810 '**Argus**'. Pleased with its capabilities, Iskes decided to have **Damen Shipyards Hardinxveld** build a further two harbour tugs: the revolutionary **ASD 3212 'Green Tug'**, designed by Iskes and Offshore Ship Designers to reduce CO<sub>2</sub>, SO<sub>x</sub> and NO<sub>x</sub>

emissions by 30%. The first contract was signed at Europort 2011 (Rotterdam) by managing directors **Jos van Woerkum** (DSHa), **Jim Iskes** and **Michiel Wijsmuller** (OSD). The tugs will be delivered by mid 2013.

### Left seen :

Marc van der Zwaluw (OSD, Project Manager Green Tug); Jim Iskes (Iskes, Owner & Managing Director); Michiel Wijsmuller (OSD, President); Jos van Woerkum (Damen Shipyards Hardinxveld, Managing Director); Ronald Vergouwen (Iskes, Managing Director); Ben Iskes (Iskes, Owner); Peter Maanders (Iskes, General Manager Port Towage Amsterdam)



Offshore Ship Designers to develop a tug with 30% emission reduction. Other stakeholders included research centre MARIN and tug operator SMIT. Currently, the Green Tug Project is in the final, detailed design stage. This is carried out in close cooperation with Damen Shipyards Hardinxveld and Damen Research, especially when it comes to propulsion and bollard pull.



DSHa's Jos van Woerkum says: "The Green Tug has several similarities with our Damen E3 project, that aims for environmentally friendly, economically viable and efficiently operating ships. Secondly, this is the first time Damen is building a vessel that it has not designed in-house. DSHA is known for its Multi Cats, Shoalbusters and Patrol Vessels. However, the Damen ASD 3212 design neatly fits within the OSD-Iskes format of the Azistern 3270. In addition, we work in an 'open calculation' format. Cost control is important if this design is to be a commercial success. However, with this project there's no fixed price! The Green Tug's development is more important."

The Green Tug's azimuth thrusters, bow thrusters and winches use diesel-electric propulsion. In order to reduce emissions while mobilising to a job the tug will sail on battery power. The energy management system ensures that the master of the tug always gets the power he needs regardless if the power comes from batteries or from one or more diesel generators. When sailing at cruising speed only one generator is used, this cuts down on fuel consumption and maintenance. The vessel will have 70 t bollard pull and is equipped with a double drum, creating an independently controlled forward winch system. The idea is to pay out two tow-wires at the same time and control each wire independently. This is very practical when manoeuvring in narrow spaces.

"Although Jim and I never did business before, we've known each other quite well for a long time and understand each other's needs", says Jos van Woerkum. "A man, and a client, like Jim Iskes goes well with our type of organisation. He's very straightforward, knows what he wants and is not afraid of participating in new developments. He's an experienced captain and as a ship-owner he's bursting with ideas. In short, a real entrepreneur. Our own experience is added to his. With every new vessel we try to improve our standards. We sail along when the vessels is doing its job and evaluate if it does what we designed it to do. We always try to put our knowledge of clients and ships into our design and production standards. Standardization is of course one of Damen's basic strengths. So, why did we decide to build the Green Tug, this non-standard project? Because it's a real innovation, a chance to co-create a future standard and, of course, because it's work for our shipyard. My message is: Damen can build more than standard vessels and at the same time deliver added value because of our standards. We're proud to participate in Iskes' project."



The tug **AGIS** delivered the newbuilding hull **JAGUAR** (IMO 9613628) from Poland in the port of Harlingen last week where the **JAGUAR** will be fitted out at the **Abis Shipping** premises

Photo : Wytze van de Witte © - [www.janvandewitte.nl](http://www.janvandewitte.nl)

## Damen to build to PSVs

IHS Fairplay reports that Damen Shipyards in The Netherlands is to build two PSVs, which are rumoured to be for Norwegian clients. The vessels are due to be delivered in the second and third quarters of 2013.

IHS Fairplay said work on the hulls will commence at Damen's shipyard in Galati-Romania with final outfitting at Damen shipyards Gorinchem facility. The two PSV3300 series vessels are of a new design and have a deadweight of 3,300 tonnes, overall length of 80m, breadth of 16.2m and moulded depth of 7.5m. **Source : IHS Fairplay**

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The **VOYAGER 3** seen anchored off Singapore – Photo : Piet Sinke ©

## Malaysia can become regional leader with better supporting infrastructure and incentives

Malaysia has the potential of becoming a regional champion in maritime industry if efforts to improve its supporting infrastructure and incentives are given more focus by the Government. Malaysian Maritime Institute's (Ikmal) new president Datuk Abd Hak Md Amin said Malaysia had world-class facilities such as airports, hotels, road networks and modern ports but shipowners still preferred to go to Singapore for their crew change or stock-up provisions, refuel and others. "The crew change for ships in Malaysia and Singapore alone ran into more than a million crew annually, but 95% of this crew change take place in Singapore," he told StarBiz in an interview at Ikmal new headquarters in Setiawangsa. "This activity contributed significantly to the economy of the republic because they use airport, hotels, transport facilities (air, land and sea) and entertainment outlets during their few days' stay while waiting for the ships or to be repatriated back to their home countries. "Singapore makes the immigration, custom and port clearance processes for ships calling at its port as hassle-free as possible. We need to emulate some of the good things that benefit the shipowners.

"For example, crew-change process that involves immigration clearance should be simpler. "In certain countries, online advance immigration clearance could be done without requiring physical attendance of the seafarers. "Another example is "spares in transit" which sometime put off the shipowners using Malaysian airport as transit point because of the bureaucracy." Hak said more support should be given to the local shipbuilding industry which would in turn create a lot of economic spin-offs. The shipbuilding industry in Malaysia, he said, was "neither here nor there". "For



example, the shipbuilding industry in Japan, South Korea and China would not have flourished without strong support from their governments especially in the initial stages.

"In Japan and South Korea, their governments supported the industry via giving a lot of shipbuilding contracts to new shipbuilders. "They also encourage their shipping companies to build their ships locally by giving incentives like soft loan or grants. After seven to 10 years of usage, the ship must be sold to other foreign owners like Malaysians, Indonesians or Africans so that they could continue to order new ships from their shipbuilders, and the cycle continues," he said.

This way the supporting industries like the designers, and engine and equipment makers will also flourish. There is also the element of sustainability in the industry. Hak said the issue of piracy had also recently re-surfaced in this part of the region. The Strait of Malacca was identified as a piracy hot spot prior to 2006 until there were dramatic improvements owing to the three littoral states' effort. The strait was removed from a war-risk zone list in 2006.

"Piracy is becoming a menace again especially around Batam and South China Sea areas, according to complaints by our members. Although it does not involve serious crimes like hijacking or vessels or kidnapping of crew, the pirates there have boarded ships and stolen the belongings of the crew. "If this continues, it will dampen the spirit of the crew and could lead to more serious crimes later on. Fortunately, we have a world-class navy and coastguard that we can depend on to safeguard our waters," he said. On the current state of the maritime industry, Hak said obviously it was in a downturn where in Malaysia several shipping companies had ceased operations. "Even the biggest shipping company, Maersk was reported to record a loss this year and at home, the third-quarter result for Maybulk dipped by 99%," he said. According to Hak, if the downturn persists, it will affect the country's maritime graduates' employment opportunities.

"Thousands of maritime-related graduates are being produced annually and if nothing is done to spur the growth of the industry, it will become a problem. For example, something should be done to support the growth of our shipbuilding industry as I earlier mentioned. "Furthermore, the recent proposal to reduce income tax exemption for shipping firms to 70% of statutory income from next year, versus 100% currently, will further impede the investment and expansion for this industry. "Most countries worldwide do not impose tax on shipping companies as they are one of the main trade facilitators and Malaysia is ultimately a trading nation," he said. Hak said currently Malaysian Shipowners Association (Masa) was talking to the Finance Ministry on that matter and Ikmal would give it full support to Masa. On his appointment as the president of IKMAL, Hak was proud that he was the first marine engineer to helm the institute **Source : The Star**



The **LUCK RAINBOW** seen arriving in Walvis Bay (Namibia) to load salt in bulk

**Photo : Quintin @ KLD Ships' Agency (c)**

## Wedding law forces change to cruise ships' registered port

Now Cunard is moving into the wedding business itself by allowing couples to marry at sea on board its liners at an estimated £1500 (NZ\$3107) a time. But a quirk in marriage laws means the move will break a link with 170 years of

maritime history, as the registered home of the luxury liners has had to be shifted from Southampton to Bermuda. Carnival, the American company which owns Cunard and a number of other cruise firms, carried out 2200 marriages on its ships last year. However, British law does not allow ocean-going ships to be used for weddings because they are not accessible for members of the public who want to object during the ceremony.

As Bermuda's laws do allow captains to perform weddings at sea, the move means **Queen Mary 2**, **Queen Elizabeth** and **Queen Victoria** will now set sail with the name of the Bermudan capital of Hamilton - rather than Southampton - on their hulls. Southampton MP John Denham said: "A lot of people are deeply disappointed and very upset by this decision." But Peter Shanks, of Cunard, insisted: "The ships will continue to fly the traditional Red Ensign and will continue to sail in and out of Southampton. "Passengers will still see evidence of our proud links to the Royal Family on board and they will still be able to enjoy our British pubs and British ballrooms. In fact, they will not notice an iota of difference." **Source : DAILY MAIL**



The **ENDURANCE** seen departing from Singapore via the Jong Fairway – **Photo : Piet Sinke ©**

## **Stranraer 'wasteland' fears over ferry port closure**

The Scottish government has been urged to make sure a former ferry port is not left as an "industrial wasteland". First Minister Alex Salmond heard fears for the future of Stranraer waterfront after Stena Line moved its facilities nearer the mouth of Loch Ryan. Local Tory MSP Alex Fergusson welcomed the investment in the new port. However, he added: "Stena's move leaves the town of Stranraer with what is effectively an industrial wasteland at its waterfront." Mr Fergusson asked Mr Salmond during First Minister's Questions to ensure that "every resource available" was given to Dumfries and Galloway Council to help regenerate the town. His comments were made the day before Mr Salmond is due to officially open the new terminal. The final ferries sailed from Stranraer at the weekend before the switch to



the £200m Port Ryan facility.'Substantial opportunities' Mr Salmond said: "It's a huge and substantial investment which consolidates the future of that ferry service as a Euro route and maintains many, many jobs in the south west of Scotland. "I recognise the move to Port Ryan raises challenges for Stranraer. "But there are also - as the local member knows, because we've discussed the issue - substantial opportunities in that port front, which is an unrivalled location for a series of developments which offer great promise." He welcomed the council's vision to change the port area and added: "This government will be fully engaged and involved in bringing these plans to reality."

## The World cruise ship in Port Victoria

**The World** cruise ship arrived in Port Victoria yesterday morning to a warm welcome organised by ground handling agent Creole Travel Services and the Seychelles Tourism Board in collaboration with the Seychelles Port Authority.

The visitors were warmly welcomed with traditional music and a folkloric show at the New Port. They also received small gifts and souvenirs. The cruise ship will be in Port Victoria for three days, from November 25-27, and will be back again on December 1. On the other days, it will be touring the outer islands. Tours around the islands of Curieuse, Praslin and La Digue have also been scheduled. More visitors are expected to join the ship at the weekend for the tours around the islands. **The World**, which mainly caters for people over and around the age of 55 who want to enjoy tranquility and serenity away from routine life, last visited Port Victoria in 2006. The 196m vessel has a gross tonnage of 43,524 tons and flies the flag of The Bahamas. It is 30m wide and has a 6.7 m draft, 12 decks, and a maximum speed of 18.5 knots (34.3 km/h). The ship has 165 residential units (106 apartments, 19 studio apartments, and 40 studios), all owned by the ship's residents. The ship carries between 100 and 300 residents and their guests.

Source : [nation.sc](http://nation.sc)



The **EURONIKE** seen moored at the 8th Petroleum harbour in Rotterdam-Europoort - Photo : Jan Oosterboer ©

## Famous Pacific Shipping targets new members in new markets

Following its recent AGM, the Famous Pacific Shipping Group has resolved to increase membership of the worldwide network of forwarders in specific geographical areas, to further strengthen the group's claims to be a leading player in the global supply chain. The Asia-based NVOCC and freight forwarding network's senior management team played to the group's strengths in highlighting its ability to draw on the expertise of each member company in its own country and market to provide global supply chain services to clients of the group both large and small. The group's deliberate avoidance of a 'one size fits all' approach means that clients, wherever they are in the world, get the right service for them.

New member companies of the FPS network were welcomed at the AGM, which also provided invaluable networking opportunities. These welcomes chimed with the meeting's ambition that 2012 will be the year the Group focuses on developing its reach even further than it is currently extended. A special task will be to recruit new member companies in global markets that are growing, which represent great opportunities for the FPS network to acquire good business opportunities but in turn also assist these areas grow through providing strategic international freight services to gain export business.

The main areas that will be the target of FPS network expansion include the former Soviet bloc countries in East and Central Europe, areas of Scandinavia, many African regions, as well as North and South America.

In order to cement these expansion ambitions, the FPS network is actively seeking full co-operation agreements with strong and active NVOCCs and freight forwarders in these areas. Interested freight forwarders in these locales who may wish to enter into an agreement with the FPS Group or even join the Group, are invited to communicate with the Group Secretariat in Hong Kong at the earliest opportunity.

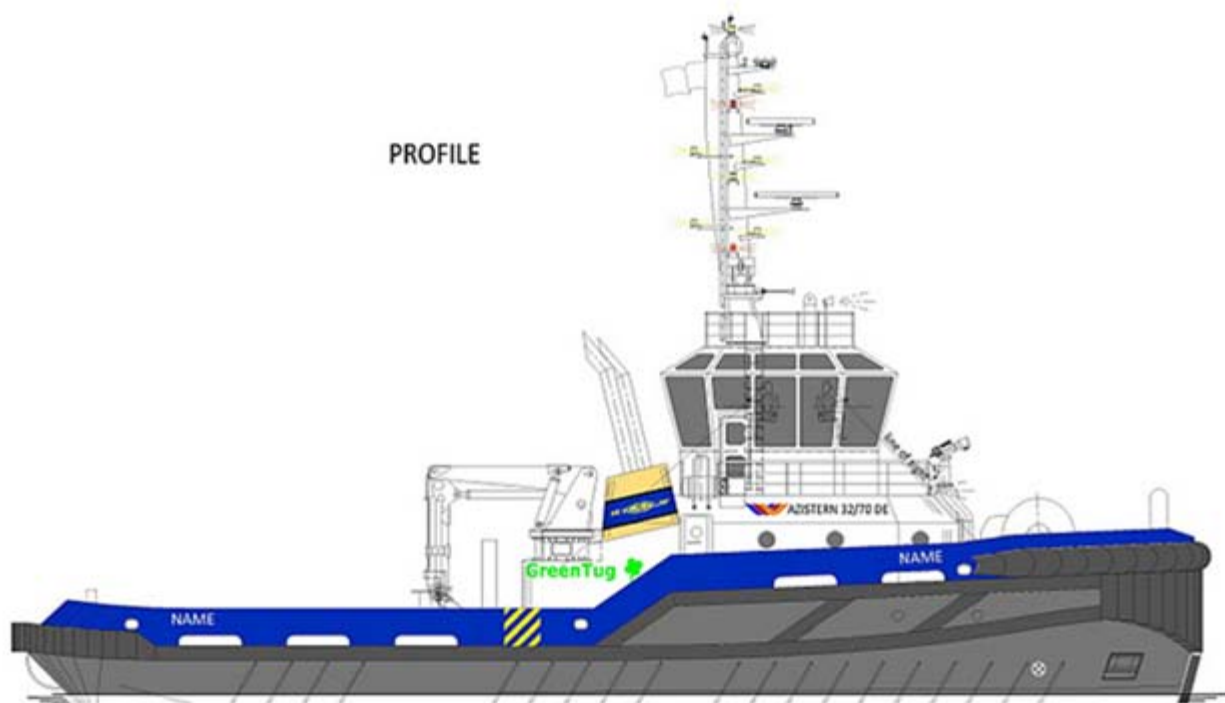
Potential members may benefit from gaining valuable territorial exclusivity in cities and regions as well as access to the Group's edi/track and trace programmes.

The AGM, being held 12 years after the inaugural meeting of the network in Rotterdam in 1999, saw many new agents who have joined the Group in the last year introduce themselves. These included new general agents from Bulgaria, Brazil, Uruguay, Italy, Colombia and Pakistan. This brings membership of the Group up to 28 companies from 19 countries under the instantly recognisable FPS Banner.

The AGM was told of forthcoming attendance at relevant and timely trade shows that demonstrate the networking opportunities that membership brings. In 2012, for instance, a number of shows around the world have been lined up for FPS Group attendance. The first of these is Intermodal South America in Sao Paulo, Brazil in April, 2012.

## OSD to design low-emission tug for Iskes

**Offshore Ship Designers** has been contracted to develop the design of a low-emission diesel-electric harbour tug for IJmuiden-based **Iskes Towage & Salvage**. The 32-metre loa tug will have a bollard pull of 70 tonnes and will be powered by three diesel gensets driving electric motors mounted over azimuthing propellers aft and a Voith in-line thruster forward.



The Azistern 3270 tug is a further development of the low-emission Azistern series developed by OSD. It is expected to reduce emissions by 30 per cent compared to conventional, similar-sized harbour tugs now in service. Michiel Wijsmuller, managing director of OSD, says, "The design and demand for this low-emission tug stems from our



successful work developing the zero-emission Green Tug design. Iskes was one of the key partners in that project. We can see the market is not yet ready for fuel cell power for harbor tugs, but we can take from the development work other aspects of the design which minimise emissions. This vessel will have a very refined and efficient hull form and a sophisticated power management system which will ensure that the gensets work always at their best efficiency.” Key points of the design brief are a relatively large deck crane to enable the tug to do maintenance work for wind farms at sea, electrical winches, low resistance and low-wash hull form and accommodation for seven crew. I Offshore Ship Designers Group (OSD) is a global one-stop resource delivering naval architecture and marine engineering skills to the shipping and offshore energy industries. It draws on an experienced global workforce to provide high quality feasibility studies, conceptual and detailed designs for tugs and offshore support vessels of all types. OSD is based in IJmuiden, The Netherlands, and has offices in Montrose, York, Appledore, Shanghai and Singapore.  
[www.offshoreshipdesigners.com](http://www.offshoreshipdesigners.com)

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



Above seen the **FAIRPLAY 23** assisting the **STENA HOLLANDICA** on a windy Sunday.

Photo : Mark de Bruin ©

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