



Number 362 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Wednesday 28-12-2011**

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The SWARNA KAMAL seen enroute Amsterdam – Photo : Marcel Coster ©

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The **DONAU** shifting in Velsen – Photo : Hans Blomvliet ©

Maritime Law - Perils Faced by Seamen

Working on offshore oil rigs, commercial vessels and shipping ports can be grueling and thankless work. Seamen consistently work long hours and often in dangerous conditions. Despite the inherent dangers seamen face, employers still have a responsibility to maintain safe working environments, properly train workers, and maintain seaworthy vessels.

If an employer fails to do these things, an employee suffers an injury due to such negligence, he or she can seek compensation under the Jones Act, a law passed by Congress to protect injured crewmembers and maritime workers injured in the course of their employment. The Act is an extension of the Federal Employees Liability Act, a law that protects injured railroad workers. Congress recognized that seamen could be injured at sea, and on land (in harbors and ports). Because of this, a crewmember's Jones Act rights are conditioned by the contractual agreement of employment for serving aboard a vessel, not where the injury occurred. This means the worker's rights continue while onshore so long as the employee is acting within the course of employment. Therefore, if a crewmember is injured on an oil rig in the Gulf of Mexico or securing mooring cables while in Houston's Ship Harbor, he or she is covered by the Jones Act. The Act eliminates many defenses commonly asserted by employers, including assumption of risk and contributory negligence. Injured workers can seek damages for loss of wage earning capacity, past and future medical

expenses, as well as physical and mental disability. If you have been injured and have questions about your rights and options under the Jones Act, an experienced attorney can advise you. **Source: KristLaw**



Birds-eye view of the **CALICANTO BRIDGE** yesterday, approaching Singapore – **Photo : Piet Sinke ©**





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High Court freezes Russian fruit multi-national Joint Fruit Company's worldwide assets

The English High Court has issued a worldwide freezing order against Russia's largest fruit multi-national, JFC Group Co. Ltd ("JFC") of St Petersburg (owned by Mr Vladimir Kekhman). In August 2011 the High Court in London awarded reefer ship owner STAR Reefers USD16.5m, plus legal costs and interest, against charterparty guarantor JFC, following the unlawful early redelivery of three ships and wrongful termination of the charters by JFC's chartering arm Kalistad Ltd of Cyprus. JFC have not appealed the judgment and it is now final. JFC have failed to pay the judgment sum. On 6 September 2011, the judgment debt against JFC was registered with the UK Government's Registry Trust, which is publically searchable by banks, rating agencies, lenders and creditors. As a result of JFC's failure to pay the judgment debt and breach of other court orders, on 10 November 2011 the High Court ordered JFC to disclose details of all of their worldwide assets with a value exceeding USD25,000 and any transactions between JFC and its associated companies.

Because of JFC's continuing failure to comply with court orders and due to evidence that assets may have been transferred between offshore companies to frustrate creditors, on 16 December 2011 His Honour Judge Mackie QC issued a worldwide freezing order in the sum of USD21m against JFC's assets. This Order is to be served on JFC's Boards of management and directors and also its owner Vladimir Kekhman. Failure to comply with the Order is punishable by contempt of court sanctions, including up to two years' imprisonment and/ or unlimited fines.

The Court Order lists all of JFC's known associated companies in Cyprus, Luxembourg, Ecuador, Costa Rica and British Virgin Islands, including its direct parent company Huntleigh Investments Ltd and ultimate parent company JFC Group Holding (BVI) Ltd. JFC's banks including Royal Bank of Scotland, Citibank, Nordea, VTB (Deutschland), Gazprombank, Raiffeisen, Sberbank, UniCredit, Amsterdam Trade Bank, Banque Societe Generale, Commerzbank, and Bank of Moscow have been notified of the Court Order. Bank Saint Petersburg, which is partially owned by the state funded European Bank for Reconstruction and Development, owns and controls 20% of JFC. STAR has also commenced enforcement proceedings in Cyprus, Luxembourg and the USA against JFC's associated companies. STAR Reefers Chief Executive Mr Simon Stevens - "It is disappointing that we have had to take such steps to enforce our rights but JFC have gone to remarkable lengths to avoid their contractual obligations. Even more disappointing is the way JFC's owner, Mr Kekhman, seems to be endorsing JFC's irresponsible behaviour. It is important that they understand that they are not above the law". **Source: Star Reefers**



The tug **COURBET** departed yesterday from Dordrecht with the **Aglena** and the **Malta** in tandem tow bound for Tuzla - **Photo : Michel Kodde ©**



Japanese security boats shadow anti-whaling ship



Two Japanese security vessels with uniformed guards were tailing anti-whaling group Sea Shepherd's flagship, **Steve Irwin**, last night as it headed towards the Southern Ocean whale sanctuary. The **Steve Irwin** is closing in on the whaling fleet's factory vessel **Nisshin Maru** as the groups head south for the start of this year's battle over Japan's plan to kill more than 900 whales.

Sea Shepherd used high-tech drones to find the whalers on Christmas Day and expects to catch up with the **Nisshin Maru** by New Year's Eve. The anti-whaling group plans to block the factory ship's slipway to prevent any dead whales being dragged aboard and flensed. **Steve Irwin** captain **Paul Watson** said yesterday he was surprised by the military-style bunkers on the decks of the vessels and extent of the whaling fleet's security.

"There seem to be a lot of changes on the **Shonan Maru 2** this year, with armed security personnel and they seem to have a bunker-type thing on the top of their ship with sandbags," Capt. Watson said. "I don't know if they are expecting us to attack them with weapons or something. They seem awfully paranoid. "We are just there to stop them killing whales but we are doing everything we can to make sure we don't hurt these people." Capt. Watson said rancid butter bombs were the worst thing the conservationists would be using against the whalers this year.

Late yesterday, the **Steve Irwin** was about 50 nautical miles behind the factory ship while the two security vessels were sitting about seven nautical miles off the **Steve Irwin's** stern. Sea Shepherd's other two ships, the high-speed **Brigitte Bardot** and the **Bob Barker**, were not being tailed by the Japanese. Twenty Australians are among the Sea Shepherd's crew of 88, including five West Australians. **Source :** **The West**

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The **BUTTERFLY** passing Hoek van Holland enroute Rotterdam – Photo : Kees Torn ©

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Departing from Otago harbour on boxing day, the small cruise ship **Oceanic Discoverer** - Photo : Ross Walker ©

Greek Shipping Company, Master and Chief Engineer of M/V Agios Emilianos Convicted

Ilios Shipping Company S.A., pleaded guilty in federal court in New Orleans for violating the Act to Prevent Pollution from Ships (APPS) and obstruction of justice, announced Assistant Attorney General Ignacia S. Moreno and United States Attorney Jim Letten. Ilios operated the **M/V Agios Emilianos**, a 738 foot, 36,573 ton bulk carrier cargo ship that hauled grain from New Orleans to various ports around the world. According to the plea agreement, from April 2009 until April 2011, oily bilge waste and sludge was routinely discharged from the vessel directly into the sea without the use of required pollution prevention equipment. During that time, the crew intentionally covered up the illegal discharges of oil waste by falsifying the vessel's oil record book. The master of the vessel, **Valentino Mislant**, previously pleaded guilty to conspiracy to obstruct justice for his role in destroying evidence and instructing crewmembers to lie to the Coast Guard during an inspection of the vessel in April 2011. According to Mislant, a senior manager of Ilios directed the destruction of computer records and ordered Mislant to tell crewmembers to lie to the Coast Guard. The chief engineer of the vessel, Romulo Esperas, previously pleaded guilty to conspiracy to obstruct justice for his role in falsifying the vessel's oil record book and directing the discharge of oily bilge waste and sludge directly into the sea. According to Esperas, a senior manager of Ilios directed him to discharge the vessel's oily waste into the sea and refused to provide funding for the proper discharge of the oily waste to shore-side facilities. All discharges of sludge or oily bilge waste from a vessel are required to be recorded in the vessel's oil record book. However, none of the illegal discharges were recorded in the oil record book for the **M/V Agios Emilianos**. According to Mislant and Esperas, the company directed them to use a complex system to create the impression that the vessel was consuming the maximum amount of fuel under its charter agreements when in fact it was not. The result was that charterers would overpay Ilios for fuel. Mislant would send daily fuel consumption reports: one to Ilios reporting actual fuel consumption and another to the charterer reporting maximum possible fuel consumption. When the vessel was in port, Esperas would direct that engineers install false sounding tubes into the vessel's fuel tanks so that when the charterer measured the quantity of fuel in the tank, the soundings would show the tank emptier than it actually was. If the court accepts the terms of the plea agreement, Ilios will pay an overall criminal penalty of \$2 million, \$250,000 of which will be in the form of an organizational community service payment to the National Fish and Wildlife Foundation and used to fund projects aimed at the restoration of marine and aquatic resources in the Eastern District of Louisiana. Ilios will also be required to implement an environmental compliance plan, which will ensure that any ship operated by Ilios complies with all maritime environmental requirements established under applicable international, flag state, and port state laws. The plan ensures that Ilios's employees and the crew of any vessel operated by Ilios are properly trained in preventing maritime pollution. An independent monitor will report to the court about Ilios's compliance with its obligations during the period of probation. This case was investigated by the United States Coast Guard Investigative Service and the Environmental Protection Agency-Criminal Investigation Division. The case was prosecuted by Emily Greenfield from the United States Attorney's Office of the Eastern District of Louisiana and by Ken Nelson of the Environmental Crimes Section of the Environment and Natural Resources Division of the Department of Justice. **Source: US Department of Justice**



The **ANALENA** passing Maassluis enroute Rotterdam – **Photo : Ria Maat ©**

Somali pirates get life for hijacking of US yacht

Two Somali pirates were sentenced in US federal court to life in prison for killing four Americans while hijacking a yacht in February. Mohamud Hirs Issa Ali, a 32-year-old also known as Sanadaaq, pleaded guilty to piracy and hostage-taking resulting in death, while 20-year-old Jilani Abdiali, known as Ilkasse, pleaded guilty to piracy in Eastern District Court of Virginia yesterday in the city of Norfolk. The sentences were the latest in the attack on the **Quest** yacht. The first life sentences were handed down in August. Jean and Scott Adam, Christian missionaries from California, were sailing their vessel around the world and planned to visit sites from India to Crete when they were hijacked by 19 men off the coast of Oman. According to the Navy, pirates launched a rocket-propelled grenade and, as US forces headed to the hijacked yacht, shot the couple and their companions, Bob Riggle and Phyllis Macay of Seattle.

They became the first Americans to die in the raft of hijackings over recent years off the Somali coast. Most incidents have been resolved through the payment of ransom, albeit sometimes after protracted negotiations. "These men willingly joined this group of pirates out of greed, knowing full well that their actions could — and did — lead to the death of their hostages," US Attorney, Mr Neil MacBride, said in a statement. "They will spend their lives in prison for what they willingly chose to do and the lifetime of suffering and pain they thrust on the victims' loved ones." Ali admitted in court that he commanded the pirate ship when it left Somalia, transferring the pirates and weapons to the Quest using a skiff. He also carried an AK-47 assault rifle to guard the hostages and ordered another pirate to fire the rocket-propelled grenade toward a US Navy vessel attempting the rescue. But Ali, who got two concurrent life terms, said he did not personally shoot or order the shooting of the Americans. Abdiali admitted that he was involved in piracy for financial gain, and also claimed he did not shoot any of the Americans himself, or order any one else to shoot them. **Source: PTI**



The **MARIDA MAPLE** approaching the IJmuiden locks – **Photo : Simon Wolf ©**

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The **CSAV RAUTEN** passing Maasssluis enroute Rotterdam – **Photo : Ria Maat ©**

Glencore unit in legal spat with Thai firm over oil cargo

A Thai company has taken the Singapore unit of Glencore to court urging it to declare the unit insolvent after a dispute over an undelivered oil cargo. Thai Bitumen Company, the parent of asphalt maker Tipco Asphalt, told a Singapore court that Glencore's unit failed to pay \$20.2 million in compensation for 600,000 barrels of crude oil.

Glencore's Singapore unit should be "therefore deemed to be insolvent and unable to pay its debts," according to court documents seen by Reuters. In September, an arbitration hearing in London ruled that Glencore should compensate Thai Bitumen Company for its failure to deliver the cargo, a separate Thai stock exchange filing by Tipco said. Glencore denied that it was in breach of the contract and relied on a force majeure clause, which the arbitration declared to be invalid, according to disclosure by Tipco to the Thai stock exchange. The court documents also stated that Glencore claimed on Oct. 21 that Thai Bitumen had overcalculated the interest by \$42,785.33. **Source: Reuters**



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Baltic's main freight index ends year on low

Market is waiting for boost from Latin American season at end of Q2

The Baltic Exchange's main sea freight index, which tracks rates to ship dry commodities, ended trading for the year on a low dragged down by a slow holiday season. The index slid last Friday to its lowest in about 14 weeks, weighed

down by low fixing activity in a quiet period, in its last freight assessments of the year. The exchange will publishing rates on Jan 3. Rates extended losses as bookings slowed, according to Oslo-based investment bank Pareto Securities AS. 'Brokers do not see activity picking up in the short term, and rates should most likely consequently continue to trend slightly downwards,' Pareto said in a note.

The index, which gauges the cost of shipping commodities such as iron ore, cement, grain, coal and fertiliser, dipped 49 points or 2.74 per cent to 1,738 points. 'There have only been one or two iron ore fixtures reported (on Friday), so clearly there is not much going on,' said Peter Norfolk, research director at freight broker FIS. The Baltic's capesize index fell 3.49 per cent, with average daily earnings falling to US\$27,512 - the lowest average in almost a decade - as the fleet grew faster than an expansion in cargoes.

That makes the annual average US\$15,639, the lowest since 2002, when the ships earned US\$11,928. Capesizes typically transport 150,000 tonne cargoes such as iron ore and coal. 'Lots of people have finished now for the year, there has not been a great amount of activity, so rates have slid (on Friday),' Mr Norfolk said. Spot prices for iron ore extended gains on Friday but traders remained wary over the short-term outlook for steel demand. They were reluctant to make sizeable iron ore bookings, limiting the upside in spot prices.

Stockpiles of imported iron ore at major Chinese ports rose last week, indicating that the world's largest steel buyer may not need more shipments in the near term. Traditionally, the holiday period sees a low level of trading activity as ship owners try to meet their charter requirements ahead of the holiday season. Added to that, slow grain movement is pushing the market down. The Baltic's panamax index fell 1.85 per cent. Average daily earnings for panamaxes, which usually transport 60,000-70,000 tonne cargoes of coal or grains, fell to US\$13,139.

'The US season is waning a bit now, so the market is waiting for the boost from the Latin American season which will come towards the end of the second quarter,' said Mr Norfolk. US soya fell half a per cent on Friday as the market took a breather after six straight days of gains, while corn slipped from its highest in five weeks with investors squaring positions ahead of the year-end break.

Moreover, China - which buys about 60 per cent of soya beans traded internationally - is not expected to demand more January cargoes. The shipping sector in coming months is expected to face a supply glut, and economic gloom will pressure earnings. **Source : Reuters, Bloomberg**

Pirates hijack Italian tanker with 18 crew

Pirates have hijacked the Italian chemical and oil tanker **ENRICO IEVOLI** with six Italians, five Ukrainians and seven Indians on board in an area off Oman where Somali pirates operate, officials said, Herald Sun reports. The attack took place at dawn yesterday. "It was attacked at four or five in the morning. There were 18 people on board," **Domenico Ievoli**, the Naples-based owner of the ship, Marnavi, told AFP. "We are in close contact with the foreign ministry," he said.



File photo of the **ENRICO IEVOLI** – Photo : Wim Kosten - www.maritimephoto.com ©

In an emergency notice on its website, the company published a map with the location of the attack and said: "Our vessel Enrico Ievoli has been hijacked." A foreign ministry spokesman said the Italian navy had been alerted. The ship, which measures 138 metres in length, was rescued from a potential hijacking in 2006 after an Italian warship intervened. Another Italian oil tanker, the Savina Caylyn, was freed on December 21 after more than 10 months in captivity, reportedly after a ransom payment. In November, the **Rosalia D'Amato** cargo ship with a crew of 21 was

also released after seven months in the hands of Somali pirates. According to the International Maritime Bureau, there were 352 reported hijackings worldwide between January and September - more than half of them carried out by Somali pirates, who often operate far from Somalia's shores in the Red Sea or the Indian Ocean. **Source : PortNews**

Vietnam ship and 23 crew members missing in the South China Sea

The Vietnamese bulk carrier **Vinalines Queen** with 23 crew members has gone missing since December 25 in Filipino territorial waters of the South China Sea, authorities said Tuesday. 'Right after receiving information, we asked the Philippines and Taiwan to search for it, but they could not reach the scene due to bad weather,' said Luu Dinh Tung, deputy director of Vietnam Maritime Rescue Coordination Center.

'We have asked for help from Japan's authorities and they are searching for it today.' The ship was carrying 54,400 tons of nickel ore from Indonesia to China. Its last message to the maritime centre was received at 7 am on December 25, saying that it was listing to one side north-east of Luzon, Tung said. **Source : Monsterandcritics**

NAVY NEWS

Southport man calls for AF1 Australian submarine search after family tree shows links to maritime disaster



John Stoker aged 73 from Southport, is helping a campaign to search and raise HMA Submarine AE1

A RETIRED Southport construction worker has uncovered his link to one of the greatest maritime mysteries of World War I involving the loss of the Australian Navy's first submarine the AF1 while researching his family tree.

John Stoker, from Southport, is now an active member of a group trying to persuade the Australian Government to mount a well-resourced search for the submarine, AE1, which sank without trace on September 15, 1914, and has never been found. The AE1 was captained by Liverpool man Thomas Besant,

who Mr Stoker believes deserves greater recognition from the city of his birth.

A total of 35 crewmen – made up of an equal number of Australians and English – were lost when the submarine went down during the campaign to seize the colony of German New Guinea, now Papua New Guinea. It failed to return from a patrol to guard against heavy German warships which could have disrupted the Australian seizure of the colony's German communications station. The AE1, which was on loan to the Royal Australian Navy (RAN), was one of a group ordered by the fledgling RAN service from Britain and built at Barrow-in-Furness.

The missing submarine remains the Australian Navy's greatest maritime mystery because no trace of the submarine or its missing crew was ever found. It was the first Australian naval loss of the war and the first submarine ever to be sunk on the Allies' side. Mr Stoker's interest in the mystery was sparked when he discovered the captain of the AE1's sister submarine, AE2, was his distant cousin **Henry Stoker**. **Henry Stoker** went on to become one of the greatest heroes of World War I in Australia when the AE2 created history as the first submarine to break into the Dardanelles during the 1915 Gallipoli campaign.

Mr Stoker, 73, said: "I discovered the link when I was researching my family tree. "The discovery that a distant relative of mine captained the AE2 led me to find out about the fate of the sister submarine, AE1, and the fact it was captained by a Liverpool man named **Thomas Besant**. "He was one of the first to be killed in World War I. He should be better known and deserves some recognition from the city of Liverpool because he was a great hero." **Mr Stoker** – who also counts Dracula author **Bram Stoker** among his ancestors – travelled to the Australian city of Sydney

earlier this year to attend the unveiling of a bronze commemorative plaque for the AE1 on the 97th anniversary of the submarine's loss.

He is also a member of AE1 Incorporated, a group of retired submarine officers, maritime historians and archaeologists who are intent on persuading the Australian Government to mount a properly-funded search for the missing submarine. After carrying out extensive research, they have defined a "high probability" search area where they think the AE1 is likely to be found. Mr Stoker added: "We need donations for research to help look for it and are looking for any businesses which could donate to a fund in Australia to help search for the submarine."

For more information about the search for AE1, please email john.stoker1938@tiscali.co.uk

Source : Liverpool Daily Post

ADMIRAL KUZNETSOV ENTERED MEDITERRANEAN

December 25, 2011. The **Admiral Kuznetsov** and escort ships entered the Mediterranean Sea. After parking on the beam of Algeria, the ships will travel to Malta.

http://www.youtube.com/watch?v=sRsP5GRIzSM&feature=player_embedded

The Royal Netherlands Navy is retiring ships under the latest defense cuts.

Hr. Ms. Zuiderkruis returned on 14 december 2011, after 4 months, to Den Helder from her final mission before retirement.

http://www.youtube.com/watch?feature=player_embedded&v=ej7ScBqZaQ4

The fast combat support ship **Hr. Ms. Zuiderkruis** on 14 December returned to the Netherlands from its last mission after four months participating in the EU's Operation Atalanta anti-piracy mission in the Gulf of Aden. The ship will be retired Feb. 10 after 36 years of service.

On Dec. 14, the minehunter **Hr. Ms. Middelburg** was retired after 25 years of service. It was the fourth Alkmaar-class minehunter retired this year. Since it entered service in 1986, it was used to clear explosives from the North Sea and Gulf of Riga, interdicted illegal refugees in the Mediterranean and, most recently, participated in Operation Unified Protector off the coast of Libya. Source : Aviation Week

Australia looks to British sailors facing cuts

Australia's military is looking to recruit foreign troops, particularly those laid-off in Britain where the government has announced cutbacks on defence spending, a report said Tuesday. The Australian Defence Force has struggled to fill recruitment quotas and was seeking highly skilled specialists such as fighter pilots and submarine crews from overseas, The Australian newspaper said.

The Royal Australian Navy (RAN) recently sent a delegation to Britain to look into the possibility of recruiting recently retrenched sailors, it added. The Australian Defence Force, which is facing competition for personnel - particularly engineers - due to the nation's lucrative mining boom, confirmed that talks had taken place with British officials.

"The Royal Australian Navy has been in talks with the Royal Navy about this possibility and that obviously will depend on those personnel meeting the Royal Australian Navy's requirements," a spokesman told AFP. He did not comment on whether the military, which has some 1,550 troops in Afghanistan, was prepared to fast-track Australian citizenship for foreign recruits as reported by The Australian. The development comes after British Prime Minister David Cameron unveiled eight per cent cuts to the armed forces budget and set out plans to reduce the size of the army, navy and air force by 17,000 troops.

The report in The Australian said Australian navy chief Ray Griggs had assured his British counterpart that Canberra would not recruit personnel the British needed to maintain their capabilities. The Australian Defence Force was also looking to other western countries, including the United States, Canada and New Zealand, to build up personnel, particularly for its submarine crews, the newspaper added. On its website, the Australian Defence Force says it "looks to overseas candidates to fill gaps in our services that can't currently be satisfied by standard recruitment."

It said its navy recruitment programme was aimed at "serving or immediately ex-serving officers and sailors of foreign naval forces (not greater than three years since separation from military service) with specific qualifications and/or experience that is directly transferable to the RAN." Source : asiaone

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Guam Shipyard Now Says Its Hiring

Guam - Following a meeting last Friday with Senator B.J. Cruz, Guam Shipyard released a statement Saturday saying that it is now hiring. Shipyard President Mathews Pothan met with Cruz 1 day after Cruz said he plans on seeking a Equal Employment Opportunity Commission [EEOC] probe into the H-2 hiring practices of Guam Shipyard and the Guam Department of Labor.

Cruz expressed concern after the layoff of 72 local workers from rival ship repair company Gulf-Copper. He questions whether the low wage H-2 hiring practices of the shipyard and others, have undercut companies like Gulf-Copper, leading to the layoffs of local workers. Pothan has defended his hiring practices saying that only 45 of his more than 300 employees are H-2 workers and they are specialists who perform work that no local workers can do.

READ Guam Shipyard's release in FULL below:

The Guam Shipyard is a federal contractor and it provides ship repair and maintenance services for Navy and Military Sealift Command ("MSC") ships home ported on Guam. In addition, it supports all emergent work requirements for the U.S. Navy ships that are forward deployed in the Western Pacific Region. While maintaining its current workforce of 300 employees, for the past several months, the Guam Shipyard has issued vacancy announcements in search for qualified Welders, Shipfitters, and other ship repair production group trades to accomplish the Navy and MSC ship repair requirements including the repair and upgrade of the Floating Dry-dock "**MACHINIST**".

Despite advance recruitment efforts and expanding the area of search beyond Guam to include the Commonwealth of the Northern Mariana Islands, American Samoa, other U.S. Territories, and the Continental United States, recruitment efforts have failed to attract qualified U.S. citizens and those authorized to work in the United States.

Absent qualified U.S. citizen applicants and those authorized to work in the United States, the recruitment of temporary H-2B foreign workers from the Philippines is essential to fill the manpower labor shortages especially in the qualified Welders and Shipfitters trades for upgrading the floating Dry-dock "**MACHINIST**". It is anticipated that a total of approximately 100 skilled Welders and Shipfitters are needed for the repairs and upgrades of the floating dry dock in order to obtain a commercial certification to lift ships weighing 35,000 long tons. Guam Shipyard will continue to recruit local qualified workers first before any H-2B workers are employed. Guam Shipyard has provided quality ship repair services on time and under the allocated budget consistently in the past fifteen (15) years. **Source : Guam News**

Brodosplit to Build Another Heavy Lift Vessel for Jumbo Shipping

The company **Jumbo Shipping** has signed the Shipbuilding Contract for one optional heavy lift vessel with the same characteristics as the one before for which is paid in advance. Jumbo Shipping is one of the world's leading shipping company for transportation of heavy or large size cargo, and this ship contracted and being built in the Brodosplit shipyard will be the largest in their fleet. Ship length of 152 meters and breadth of 27 meters will be equipped with two cranes individual capacity of 1,100 tons. Deadweight in draft of 8.1 meters will be 14,000 tons. Speed of 17 knots will ensure two engines, each of 4500 kW at 750 r/min.

The ships will be built in Lloyd's Register Class and delivery of the first is planned in the first half of the 2013th and the second is scheduled to the end of the same year. Heavy lift vessels are sophisticated vessels and they haven't been

built in Croatian shipyards yet. It can be a market that represents strategic goal of the Brodosplit. Source : [eshiptrading](#)

Baltic Shipyard to launch third tanker of Project 2734 for BFC

St. Petersburg-based Baltic Shipyard will launch on December 28th the third serial tanker of Project 2734. The vessel will be named 'Mary', the Baltic Fuel Company said Monday. The official launching ceremony will be attended by Deputy Prime Minister Dmitry Kozak and St. Petersburg Gov. Georgy Poltavchenko. The RUB 400 million contract for a series of four non-self steering tankers of Project 2734 was signed between the shipbuilding firm and Baltic Fuel Company Group (BFC) in November 2010. The order is funded with participation of the Bank Saint Petersburg. The 2734 project lead vessel named "**Taisiya**" (Thais) was launched on Sept. 27. The Project 2734 was designed by Marine Engineering Bureau. The project was developed to satisfy the Customer's requirements, according to the latest innovations and internationally approved standards of shipbuilding.

The barges will be transporting petroleum products with vapor flash point of 60° C and above, including those requiring heating. Navigation area - inland waterways and marine areas for non-self propelled cargo vessels, where the thickness of broken ice does not exceed 20 cm. To enhance environmental safety the project tanker's hull is reinforced with double bottom and double sides in the area of 12 cargo tanks of total volume of about 6,000 cbm. The barges will sail with assistance of pusher tugs, or towed by towboats as an option. The vessels are being constructed under the supervision of the Russian River Register in accordance with modern standards, rules and regulations of commercial shipbuilding. Ship's main characteristics: length - 108.32 m, beam - 16.86 m, hull height - 4.75 m, displacement - 6120 tons, light displacement - 1020 tons. Source : [PortNews](#)

COSCO Dalian secures VLCC to FPSO conversion order

[China's COSCO \(Dalian\) Shipyard Co., Ltd.](#) has secured a contract to convert the VLCC Sunrise Jewel to a Floating Production Storage and Offloading (FPSO) vessel for a Japanese shipowner. The FPSO is designed to operate for 20 years without drydocking.

It will have a crude oil processing capacity of 28,600 Sm³/day of liquid, gas processing & compression capacity of 8,000,000 Sm³/day and a storage capacity of 1,600,000 barrels of oil. The FPSO will be deployed in the Cernambi – Sul Field, offshore Brazil. Source : [MarineLog](#)

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The advertisement banner for Redwise features a collage of four images: a tugboat at sea, a tugboat at a port, a person working inside a large orange pipe, and a tugboat at sea. The text is in Dutch and English. The Dutch text reads: "wenst u prettige feestdagen en veel afwisseling of juist regelmaat in 2012!". The English text reads: "Redwise GLOBAL SHIP DELIVERY & CREWING". The website address "www.redwise.com" is displayed at the bottom right.

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Port of Amsterdam offers shipping information via your smartphone with the free app iamPort

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Above the field development ship **Saipem FDS2** near Exxon Kizomba-A, Block 15 Angola, deploying a Dead Man Anchor system in preparation for ultra-deep water pipelaying.

Photo : Dario Bonuccelli - MASTER –SAIPEM FDS2 ©

Stricken Chinese bulker breaks in two off Kamchatka

The dry bulk carrier **Ai Qi Shan** (Cambodia-flagged, home port of Phnom Penh), which ran aground in the Avacha Bay on Sep. 2nd, was split in half by the storm and sank off the Kamchatka Peninsula, the Kamchatka Administration press office reports citing a regional government official. The salvage ship **Rostov the Great** has reportedly been heading to the scene. "The pictures obtained from the weather station based at the Cape in the vicinity of the ship allow us to believe that the ship has sunk. Now only masts of the ship are seen above the water surface," the regional government's minister on special programs Sergei Khabarov said. The salvage ship's team will assess at the site the possible danger the sunken ship might pose to navigation safety and environmental impact, the official said.

The bulker with the 21 crew of China nationals on board stranded while she was preparing to make call at the port of Petropavlovsk-Kamchatsky. The ship owner is China-based Tong Yuan Shipping, ship agent is LLC Transflot. The vessel arrived from the port of Pusan (Korea) laden with 5232 tons of building materials. **Source : PortNews**



The dredger **JAMES COOK** sailing in Sepetiba bay Brazil with a full load of sand for the EBN project in Itaguaí, seen from the dredger **Gerardus Mercator**. **Photo : Crew Gerardus Mercator ©**

New dredger arrives in The Philippines

PhilStar.com reports that a state-of-the-art dredger acquired by the Negros Occidental government for US\$1 million to dredge rivers in flood-prone areas in the province has been delivered. Governor Alfredo Marañon Jr said the machine was assembled in Sagay City, and operators are now being trained to operate it. Those with priority in the use of the machine would be Victorias City and EB Magalona and San Enrique towns, all of which are often hit by flooding. The dredger will be used to remove siltation, which has been the main cause of slow outflow of rainwater resulting in flooding of nearby areas. **Source : Dredging News Online**

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Board of Rotterdam extends appointment of Hans Smits to 1 January 2014

As shareholder of the Port of Rotterdam Authority, the Municipal Board of Rotterdam has decided to extend the appointment of the current CEO, Hans Smits (61), by one year until 1 January 2014, the RPA press release said. Hans Smits has been Port Authority CEO since 1 January 2005 and is currently working his second four-year term. **Source : PortNews**



The brand new bulk carrier **JEWEL OF SOHAR** making its maiden visit to Brisbane on 27 December.

Photo : John Wilson ©



European Tugowners Association

Union says Ports of Auckland strike notices could be lifted

Maritime Union says Ports of Auckland strike notices could be lifted

The Maritime Union says strike notices at the Ports of Auckland for January 2012 could be lifted if management move from their entrenched position over casualisation and start bargaining in good faith. Maritime Union National President Garry Parsloe says industrial action could be suspended whilst parties are serious and bargaining in good faith.

"There are a number of issues that there is plenty of room for constructive discussion around." He says union members are not opposed to productivity improvements at the port. "In late September 2011 workers at the port were advised that for the month of August 2011, Container Terminals averaged 28.33 crane moves per hour, the best ever crane result recorded at the Ports of Auckland". "We are going forward here, so we don't understand the complete negativity coming from Port management and some employer groups and we suspect there may be some other agenda. However the door is always open." Mr Parsloe says recent productivity improvements demonstrate the

willingness of your current workforce to lift performance, but not at the expense of undermining family life. "The concept of total flexibility is not an option, as workers require some certainty and security with their hours worked so they can have a life outside work." Mr Parsloe says maritime workers were already a flexible workforce, working shifts 24/7 in a demanding environment. "The key issues are that casualization and outsourcing are not an option. We want to maintain a skilled permanent workforce." **Press Release: Maritime Union of New Zealand**

FIVE OCEANS REFLOATED ANGEL 1 AT MAURITIUS



Herewith pictures from the salvage operation of M/V **ANGEL 1** which grounded on the 08/08 at Mauritius coast and refloated on the 25/11/2011 by **FIVE OCEANS SALVAGE**



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CRANE 3 OF EMS TRADER COLLAPSED



During the night from 25 on 26 December whilst moored in Onne Port (Nigeria) the boom of the crane no 3 onboard the **EMS TRADER** collapsed / parted at the hing / bolts and is seen hanging free from the crane and resting on the quayside with the tip of the boom.

Photo's : Jan Pieter Honkoop ©

Mundra Port plans to handle 100 million tons of cargo in FY13

Mundra Port and Special Economic Zone, India's largest private port, expects to handle 100 million tonnes of cargo through its operations in western Gujarat state in the next financial year beginning April, Reuters reports quoting Director Rajeev Sinha. Mundra Port, a unit of Adani Enterprises, aims to handle 68-70 million tonnes of cargo in the current financial year ending March 2012, he said. The imports through the port are mainly containerised cargo, coal and crude, with each constituting about 25 percent of total cargo handled. **Source : PortNews**

MARITIME ARTIST CORNER



Port of Rotterdam, watercolour by maritime artist [Ronald Rikxoort](http://www.artabc.nl) – www.artabc.nl

OLDIE – FROM THE SHOEBOX



The tug **KERSE** seen making fast to the **Isaac Sodipo** as stern tug inbound for Grangemouth. The **Kerse** was completed August 1960 by J,L Thonson & Sons, North Sands, Sunderland. as **Flying Witch** Yrd No248 for Clyde Shipping Co Ltd. 1963 she was in collision with Steele & Bennies tug **Warrior** and sank in Victoria Harbour Greenock, she was refloated and repaired. 1974 transferred to the associated company Grangemouth & Forth Towing Ltd and renamed **Carron**. 1979 renamed **Kerse** to free the name **Carron** for a new building, sold the same year to Sekavin SA and renamed **Sekavin 3**. 1998 struck a floating object and was overrun by the barge she was towing and sank in the Red Sea. **Photo : Iain Forsyth ©**

.... PHOTO OF THE DAY



Birds-eye view of the Singaporean flagged **MAERSK HEIWA** taking bunkers at the Singapore Eastern Anchorage yesterday afternoon

Photo : Piet Sinke ©

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