

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2009 – 191



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**The FRANCIS WONSILD seen outbound from Grangemouth**

**Photo : Iain Forsyth (c)**

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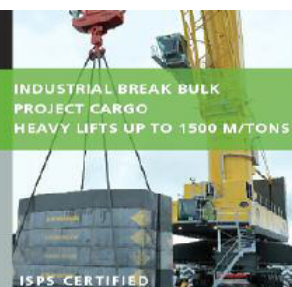
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De **Soeverein** is een indrukwekkende verschijning zonder weerga. Het schip is een eerbetoon aan de spiegelretourschepen uit de Gouden Eeuw. Voor de bouw zijn de specifieke kenmerken van deze 17e-eeuwse schepen als uitgangspunt genomen. De hoge opbouw aan de achterzijde, tot wel 5 meter hoog boven het water, staat garant voor een magnifiek uitzicht. Gekroond met een spiegel die recht doet aan haar Koninklijke allure.

**Photo : Cor Fontaine (c)**

## Cruise ship newbuilds to resume in 2010

The global head of DVB Transport, Richard Jansen, said that orders for new cruise ships would resume in 2010.

"I would be surprised if we didn't see a few orders at some point in 2010. It may not be the right time yet, but those lines thinking about newbuildings may leave the yards on the hook for a little while longer."

Mr Jansen tipped cruise operator Carnival to be amongst the first to order a new vessel. **Source : Baird-Online**



Biglift's **TRACER** seen outward bound from Rotterdam - Photo : Robert Smith ©

## Greenpeace red-flags ship carrying SA coal

A vessel, carrying several tons of South African coal was spray-painted at an Italian harbour by Greenpeace activists on Friday. The "attack" comes after a G8 meeting on climate change - a meeting that was described as "disappointing" by top UN climate change official Yvo de Boer.

Greenpeace spokeswoman Fiona Musama said a group of Greenpeace volunteers approached the bulk carrier **Gallia Graeca** at 6.30am at Civitavecchia, near Rome, on Friday morning and painted the words "**G8: Failed**" on the ship along with the South African flag.

According to the Lloyds of London register, the carrier is registered in Cyprus. Musama said their information indicated that it was carrying more than 25 000 tons of coal that was loaded at Richards Bay and en route to a "clean" energy generating facility at Civitavecchia power station. Further south, in Brindisi, activists painted "Stupid" on Italy's largest coal-fired power station, pointing out that coal was the most climate-polluting of fossil fuels.

Musama said Greenpeace had occupied five Italian coal plants this week, calling on the G8 to take the lead on climate control. Musama said a third of all carbon dioxide emissions came from burning coal. "It's used to produce nearly 40 percent of the world's power, and hundreds of new coal plants are planned over the next years if the industry gets its way, despite alternatives like sun, wind and wave power being available."

She said apart from climate change, coal also caused irreparable damage to the environment, people's health and communities in the developing world. "While the coal industry itself isn't paying for the damage it causes, it's the poor that do". Musama said the onus was on President Jacob Zuma and other African leaders who were in Italy, to take personal responsibility to demand climate decisions were made on behalf of the continent.

Civitavecchia is the first new power station to be built in Italy in 20 years and is claimed to be a "clean-coal" power station. However, Musama said, "clean coal" was a lie and the station emitted just as much CO<sub>2</sub> as any other power station of the same size.

"G8 leaders need to invest in a green economy and back an energy revolution based on renewable energy and energy efficiency - without which runaway climate change will become inevitable," said New Zealand activist Emily Hall.

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Greenpeace political adviser Tobias Muenchmeyer, who was at the G8 meeting in L'Aquila, warned that time was running out for the world's climate.

"By failing to commit to the crucial mid-term targets and the \$106 billion (R869bn) needed to be provided annually to help developing countries tackle climate change and fund forest protection, they have failed to agree on the most important building blocks to gain an historical agreement at the Copenhagen UN Climate Summit, which is just 150 days away," he said. **Source : iol.co.za**



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The dredger **DAVID ALLAN** seen off Newcastle (Australia)  
**Photo : Garry Luxton (c)**

## Baron van Lynden sleept Arcturus vlot.



Zaterdag 11 juli om 12.15 uur werd de bemanning van de **Baron van Lynden** van KNRM station Ouddorp binnen, door het Kustwacht Centrum gealarmeerd voor een vaartuig aan de grond.

Het bleek, volgens de Kustwachtpost Ouddorp, te gaan om een kajuitjacht wat in de omgeving van de GB 3 was vastgelopen. Met de reddingboot **Baron van Lynden** werd ter plaatse gegaan. Ter plaatse gekomen bleek het te gaan om het kajuitjacht **Arcturus** van 9,5 meter lengte en met 4 personen aan boord. Met de reddingboot werd het jacht naar dieper water gesleept. Het schip had geen schade opgelopen en kon haar weg op eigen kracht vervolgen.  
**Foto : KNRM Ouddorp.**

## INTERTANKO stance on piracy

INTERTANKO members have joined the debate regarding the use of firearms on board ship for anti-piracy operations. How can pirate attacks and/or armed robberies on merchant ships be deterred, delayed or even prevented? How can merchant ships prepare before entering a high-risk area? And how to minimise the risk of being attacked? The vulnerability of ships transiting such areas varies greatly. A prudent operator and his seafarers will take into account and deploy the necessary self-protection measures contained in the IMO's MSC circular and the industry's widely circulated Best Management Practices whose primary aim is to ensure the safest possible conditions for the crew, which is paramount.

They will also take into account a ship's freeboard, its transit speed and its ability to manoeuvre; they will also note the latest information received from any protective naval forces in the region.

INTERTANKO and its members, said they are convinced that:

- The use of any arms carried on board ships will escalate the violence of pirate attacks and armed robberies and increase the risk of loss of life.
- There should be no arming of ships' crews. Crew members are not trained in the use of firearms and should not be required to defend themselves and their ship.
- Where a private security service is employed, the personnel should be unarmed and their role should be an advisory one.
- The risks associated with live fire arms on an oil or chemical tanker are evident.

Private Security firms offering armed guards and escort services should be avoided. There is no accepted quality control process in place; there are inherent problems regarding liability; there are command and control issues regarding the use of lethal force; and there are a number of insurance-related problems. The use of government armed guards is of course a different matter. Where used, these should preferably be sourced from the ship's flag state.

However, it needs to be borne in mind that if government armed guards were to be introduced on a large scale, the logistical issues of enabling the embarkation and disembarkation of government vessel protection detachments (VPDs) would be enormous, as several thousand would be required. How and where would they board the vessels? Where would such a large military force be billeted in-between transits? Where would they billet when on board the vessel? Talking about the Gulf of Aden (GoA) and Somali situation, INTERTANKO's marine director Capt Howard Snaith emphasised; "Ensuring that the operator and its vessel is registered with MSCHOA, that the vessel regularly reports its

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position to MTO Dubai, and that the vessel submits its vessel movement form to MSCHOA, are the main key elements. With the information provided by the vessel and its operator, and using its own tried and tested methodology, MSCHOA can compile the necessary VSL.”

Since the internationally recommended transit corridor (IRTC) started operation for ships transiting the GoA, there has been a noticeable drop in successful piracy attacks in this region. There is no doubt that the implementation of ships’ self protective measures, as contained in the industry best management practices and associated proactive actions by the ship and her operator, significantly lower the risk of a successful attack, INTERTANKO said. Owners/operators should:

- Register with and submit their vessel movement forms to MSCHOA and provide regular reports to MTO Dubai, when within their reporting area.
- Apply the industry best management practices to reduce the risk of a successful piracy attack. Follow the recommended routing guidance as provided by MSCHOA.

Capt Snaith also said, “While the protective naval forces are addressing the symptoms of the piracy problem, the root cause behind the problem is to be found ashore in the absence of a strong and stable government in Somalia. While this root cause is unresolved, the risk/reward balance remains attractive for the pirates. We therefore expect the piracy situation and the need for government naval protection in the GoA and off the Somali coast, to continue for a considerable time until matters are resolved ashore. We therefore welcome the ongoing commitment by these governments to their military forces and to the long term sustainability of government naval protection in this area”.

**Source: Tanker Operator**



Vroon's **RIG EXPRESS** seen alongside Heerema's **THIALF**  
Photo : Willem Dijkstra (c)



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## Hudson: zeventig jaar historie

In de Maassluisse haven staat al jaren een schip, dat er elk jaar beter uit ziet; de **Hudson**. Officieel is de boot 5 juli, zeventig jaar oud geworden. Zaterdag (een dag eerder dus) werd dat uitgebreid gevierd. De zeesleper, die in de oorlog heldendaden heeft verricht, liet een dag lang het beste van zichzelf zien.

Aan boord van deze karakteristieke sleepboot is een museum gevestigd. De bezoeker kan in de huid kruipen van de schepelingen die rond het uitbreken van de Tweede Wereldoorlog de wereld over gezwerfd hebben. Ruim vijf jaar lang bleef de Hudson weg, om pas na de oorlog weer terug te keren in Maassluis. Wereldberoemd zijn de belevenissen van



de Maassluisse kapitein Ben Weltevreden, waaronder het verslepen van een brandend munitieschip. Ook was de **Hudson** betrokken bij het plaatsen van caissons voor de landingen in Normandië.

**Foto : Piet Sinke (c)**

Hoe de vrijwilligers van het museumschip het aanvoelden dat het die dag zulk mooi weer zou worden is nog een raadsel, maar één ding is zeker, het kwam het bezoek wel ten

goede. Met gratis toegang tot het schip en sfeervolle muziek van een trekharmonicaspeelster werd de verjaardag gevierd. 'We moeten trots zijn op de Hudson, en er voor waken dat dit belangrijke stuk historie voor het nageslacht behouden blijft,' zo vertelde de voorzitter van de boot, de heer Bakker.

Bakker is binnengekomen als vrijwilliger vanwege zijn passie voor de zeesleepvaart. 'Ik werkte bij de koopvaardij waar ik 36 jaar heb gevaren, de vroegere voorzitter Piet de Nijs wilde me hebben voor dit schip, en twee jaar geleden heb ik hem opgevolgd als voorzitter.' Ondertussen heeft het schip een aantal opknabbeurten gehad en die zullen in de toekomst ook nodig blijven. Zo moet er binnenkort een nieuw dek worden gelegd en een nieuwe tentoonstelling worden gemaakt, ook komt er een dokperiode aan.

'Dit kost allemaal geld, maar met de economische recessie is het moeilijk om sponsors te vinden, van het toegangsgeld is dit alles niet te betalen'. Het museumschip zoekt daarom dringend naar sponsors en donateurs om de 150.000 euro die nodig is op te kunnen halen. Daarnaast is er nog altijd plek voor vrijwilligers die eens in de week

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tijd hebben met helpen de boot op te onderhouden. 'Iedereen die maritiem geïnteresseerd is en wat tijd over heeft, is welkom om een keer te komen kijken'.

Over de nieuwe tentoonstelling is bekend gemaakt dat deze vooral een uitbreiding en een verbetering zal zijn op de huidige tentoonstelling over zeeslepers in de tweede wereldoorlog. 'We willen touchscreens neerzetten en filmpjes afdraaien over boten die zijn vergaan in de oorlog'. Kortom genoeg ambities voor de komende jaren. Op naar honderd jaar **Hudson**. Bron : De Echo

### Drama at sea

The National Sea Rescue Institute (NSRI) helicopter rescue team at Port Elizabeth was scrambled last week to respond to an emergency on board the handysize Odfjell products tanker **BOW EAGLE**, sailing from Indonesia to Brazil, which reported that the 60-year old chief engineer had suffered a suspected fractured hip in a fall.

With the ship 26 nautical miles offshore of Eerste River (opposite Kareedouw), an SA Air Force 15 Squadron BK-110 helicopter from Charlie Flight, carrying two NSRI rescue swimmers and a Netcare 911 paramedic, responded to the vessel's position while the NSRI St Francis Bay's rescue craft was placed on alert.

"All attempts were made to complete the operation before nightfall and on the helicopter's arrival on-scene the two NSRI rescue swimmers were hoisted aboard the tanker and the patient was stabilised and secured into a specialised Stokes basket stretcher and hoisted into the helicopter, with one of the NSRI rescue swimmers attached, and then the second NSRI rescue swimmer was hoisted into the helicopter," reported Ian Gray, NSRI Port Elizabeth station commander.

"En-route to a Port Elizabeth hospital further treatment was administered in the helicopter including the application of a traction splint device after it was determined that the femur was fractured and not the hip as had been suspected by the ship's crew. The patient is recovering in a Port Elizabeth hospital. The ship will stop at Cape Town before continuing to Brazil."

### Wave-battered vessel 'capsized within minutes'

"There was hardly any time for us to respond as a huge wave hit our vessel while we were waiting for a green signal to enter Doha port," said a survivor of the M V **Demas Victory** tragedy. The survivor, has more than 25 years experience in the Indian Navy. He said it was the alertness displayed by the crew of another waiting vessel, **Gulf Ventures**, that saved five people on board Demas Victory.

"Clinging to life-buoys, some of us managed to stay afloat in the choppy sea for about 45 minutes before the Ventures crew rescued us," recalled the veteran seaman. He said he and the other four survivors were in the top cabin of their ship when the wave hit the vessel. "In no time, the ship went down, giving absolutely no chance for those waiting inside for the signal to enter the Doha port. In no more than 3 to 4 minutes, everything was over," he said. "Each of us who survived lost everything other than the clothes that we were wearing," he said.

Most of the 24 staff from HBK Power Cleaning Company, who perished in the tragedy were supposed to return for duty the same evening itself. Even though the crew and the staff of the HBK were two different teams, they functioned like a single unit onboard. "Most of those HBK workers who died were very friendly with us and we enjoyed their company." The rescued sailor said even if he could recover from the shock of losing several people known to him, he would never be able to forget that fateful day and his struggle to save his life, clinging to a life buoy. The irony of the disaster is that at least 21 of the 30 victims come from land-locked places, far from large water bodies. Twelve of the deceased came from Nepal and eight from Rajasthan, which are far removed from the sea.

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The other victim was from Bihar, again a place far from the sea. "The incident stressed in no uncertain way the necessity of employing personnel from coastal areas in activities like providing support services to oil platforms," said a top official of a shipping firm.

He recalled the recent recruitment of some women in the shipping industry because of their superior knowledge and better awareness of the sea and remarkable swimming skills. The official said a similar yardstick should be applied by shipping companies in future while inducting personnel so as to minimise the loss of lives in the event of accidents. A source quoting the captain of the vessel was full of appreciation for the Qatar government for the rescue and salvage operations that were launched immediately after the tragedy.

"We know of a number of maritime accidents and in many of them there are no reports of finding the bodies of many of the victims. However, in the Doha tragedy, it was not a small achievement that the rescue and relief operations succeeded in retrieving all 30 bodies from the site," said the captain. The vessel came to rest 22m below the surface. The Indonesian captain of the ship, who was among the five rescued said it was perhaps one of the few occasions in maritime history that salvage teams have managed to retrieve all the bodies from a sunken vessel. He was full of praise for the efforts made by Qatar Coastguards and the two salvage teams, Mubarak Marine and Sub Tech, that arrived from the UAE.

"More important was the seriousness accorded to the whole issue by State of Qatar as its Interior Minister HE Sheikh Abdulla bin Nasser bin Khalifa al-Thani personally supervised the rescue and relief operations." Meanwhile, humanitarian and mortuary workers who handled the 30 bodies said it was the first time that they encountered such a large number of bodies from a single incident. "More than the number of bodies, it was the condition of many of bodies that shocked us," said one. He recalled that as many as 19 of the 30 bodies were fished out a week after the tragedy.

Humanitarian worker Abdul Salam, who has been rendering voluntary duties in repatriating bodies for the last five years said he found it difficult to sleep after seeing so many decomposed bodies. One of the victims, though mostly disfigured, was identified from the wedding ring that he was wearing while another from a pendant," recalled Salam. The social worker the first thing that came to his mind on seeing the two bodies were their families. "For the first time ever, I wept openly on seeing bodies while their identification was taking place inside the mortuary," recollected Salam. He also recalled helping out one of his co-workers from collapsing on seeing some of the bodies. It is probably the first time so many victims from a single incident are being buried in Doha, he said. Six victims will be buried in Qatar.

## CASUALTY REPORTING



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## Haitian ferry capsizes

A ferry has capsized off Haiti's southern coast, killing at least six people. Dozens are missing. Civil protection official Jean-Michel Sabbat says the boat overturned Saturday morning en route from Anse a Pitre, near the Dominican border, to the southern peninsula city of Jacmel.

Sixteen survivors have been rescued and crews are still searching. Sabbat says rough estimates put as many as 60 people aboard the vessel. Officials could not immediately say what kind of boat it was, or what caused it to overturn.  
Source : [iol.co.za](http://iol.co.za)

## FIRE ONBOARD MSC INNES

In the Suez Canal a container ship, the **MSC INES** (107,551-gt, built 2006) reported a limited fire involving some containers that ignited as the ship was proceeding in the northbound convoy.

The Suez Canal Authority immediately responded by isolating the MSC ship in Bitter Lake to protect the safety of the canal and navigation, thus minimising the delay to the convoy to just one hour and 20 minutes. The fire was later brought under control and there is no further risk to the ship.

## NAVY NEWS



The Belgian **M 917 CROCUS** seen moored in Zeebrugge Naval Base last Saturday  
Photo : Piet Sinke (c)

above photo can also be seen in high resolution in the photo album at my website [www.maasmondmaritime.com](http://www.maasmondmaritime.com) or via the direct link <http://www.flickr.com/photos/33438735@N08/show/>

## USS Stout (DDG-55) to join Georgia navy exercise

The **USS Stout (DDG-55)** guided-missile destroyer will enter the port of Batumi on July 14 to participate in a joint naval exercise with Georgia, the U.S. embassy press service in the Caucasus republic said on Friday.

It said the exercise, including several Georgian Black-Sea coast-guard vessels, would rehearse emergency scenarios such as on board fire and flooding. The embassy said the visit of the **USS Stout (DDG-55)** was part of a U.S. military

strategy of strengthening regional stability and naval partnership. The **USS Stout** will leave Batumi on July 17 and head for the port of Poti where it will stay until July 19.

**USS Stout (DDG-55)** is an Arleigh Burke-class destroyer. Commissioned in 1994, the vessel is currently homeported in Norfolk, Virginia. **Source : defpro**

## **Peruvian Sub Departs San Diego after Strengthening Partnership**

The Peruvian submarine BAP (Buque Armada Peruana) **Arica (SS-36)** departed for Peru from Naval Base Point Loma July 10, after taking part in the Diesel Electric Submarine Initiative (DESI) with the U.S. Navy.



During its three-month deployment to Commander, U.S. Third Fleet's Area of Responsibility, Arica conducted training with both surface and air units. Arica acted as the primary opposing submarine force for the **USS Nimitz Carrier Strike Group's** Composite Unit Training Exercise (COMPTUEX) and Joint Task Force Exercise (JTFEX). They also conducted training with more than 40 helicopters and patrol aircraft during the Helicopter Maritime Strike Weapons School Pacific's Antisubmarine Warfare Exercise (ASWEX).

The ASWEX took place for six days and is the largest scale ASW (antisubmarine warfare) exercise for unit level training on the west coast. Arica provided the most realistic ASW training possible for U.S. forces said 3rd Fleet's Deputy Assistant Chief of Staff for Training, Cmdr. John Doney.

"Diesel subs are the most difficult to track, and **Arica** proved to be a formidable target throughout the training exercises." Doney said. "The training was individualized per crew and provided invaluable instruction for our Sailors. This is important because diesel subs are the greatest threat to our Navy," said Doney.

DESI is a partnership that allows the United States and other partner navies to work together to train and test underwater warfare capabilities through engagement tactics, weapon system tests and close encounter operations. This particular training evolution helps the American and Peruvian navies to train their crews and test capabilities while helping foster bilateral cooperation and further improve joint interoperability. **BAP Arica** Commanding Officer, Cmdr. Manuel Rivadeneira said this is the first time a Peruvian submarine has worked with 3rd Fleet in Southern California since Peru began participating in DESI eight years ago.

"The DESI program is a great opportunity to strengthen the interoperability between the U.S. and Peruvian navies," he added. While in San Diego, the Peruvian sailors and officers stayed with their U.S. counterparts at Naval Base San Diego bachelor enlisted and officer quarters. They also had the opportunity to explore the San Diego area and spend time with U.S. Sailors during events hosted in their honor.

"It was my first time in San Diego," said Master Chief Louis Blas, technical supervisor, BAP Arica, "It's very beautiful, and the people are very diverse. It was wonderful for our Sailors to be able to work with such a fine navy. It opened their eyes." The DESI program increases partnerships and encourages cooperation between partner nations, furthering the core capabilities of the maritime strategy. **Source : US Navy**

## **Royal Thai Navy builds tug**

Utilising the resources and facilities of their extensive repair yard at Saatahip on the east side of the Gulf of Thailand near Pattaya, the Royal Thai Navy has build a tug for their own use.

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The 27.5-metre tug has a 8.5-metre beam and a 4.15-metre moulded depth. Designed by Singapore's Khiam Chuan Marine, all of the materials for the vessel were purchased through the services of the Thai shipyard, Sea Crest Marine. This included a dedicated fire pump engine, two 69kW generator sets and two Cummins KTA38 M2 main engines. Each engine, generating 895kW at 1,800rpm, turns into ZF W4610 marine gears with 5.630:1 reduction.



The crew accommodation is attractive and well outfitted with a small separate galley and a roomy comfortable mess with a flat screen TV. The wheelhouse is well laid out with the basic equipment required by a harbour tug.

A compact helm indicator, supplied by the Japanese firm Saura Auto Pilot, is mounted next to the bright chrome ZF control module. Controls for the Cummins main engines are mounted on either side of a compass binnacle also supplied by Saura. Visibility forward to the combined anchor and hawser-handling winch is good with additional windows in the overhead for ship docking. H-bitts are provided on the after deck for towing. The tankage includes 107,000 litres of fuel and 30,000 litres of water. The 1,790kW give the boat a 27.5-tonne bollard pull. The boat was built in nine smaller module blocks at the Saatahip shipyard and then transferred to the yard's 237-metre-long graving dock where a 90-metre section had been sectioned off. This allowed the tug to be assembled while freeing the balance of the dock for repair and maintenance projects. **Source : Baird-Online**



Above seen the **M-08 ex Dutch MCM M 850 ALKMAAR** (No new name assigned yet) moored in Zeebrugge after an complete overhaul, On 24 August 2005 a contract was signed between Latvia and The Netherlands for the transfer of five Tripartite (Alkmaar) class minehunters to the Latvian Navy. Latvia is to acquire the **Alkmaar (M 850)** (seen above) , **Delfzijl (M 851)**, **Dordrecht (M 852)**, **Harlingen (M 854)** and **Scheveningen (M 855)** which were decommissioned by the Royal Netherlands Navy.

**Photo : Piet Sinke (c)**

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Name whilst in Dutch Navy	New Name in Latvian Navy	Handed over
Alkmaar (M850)	No new name assigned yet	2009
Delfzijl (M851)	Visvaldis (M-07)	24-10-2008
Dordrecht (M852)	Talivadis (M-06)	04-04-2008
Harlingen (M854)	Imanta (M-04)	07-03-2007
Scheveningen (M855)	Viesturs (M-05)	07-09-2007

above photo can also be seen in high resolution in the photo album at my website [www.maasmondmaritime.com](http://www.maasmondmaritime.com) or via the direct link <http://www.flickr.com/photos/33438735@N08/show/>

# HMAS WARRAMUNGA RETURNS TO AUSTRALIA

AFTER SIX MONTHS IN THE MIDDLE EAST AREA OF OPERATIONS

Senator Mark Bishop, representing the Minister for Defence Senator John Faulkner, today joined family and friends in welcoming 183 personnel from **HMAS Warramunga** home to Perth following a six-month deployment to the Gulf.

**HMAS Warramunga**, an ANZAC class frigate, was stationed in the Middle East Area of Operations as part of Operation Slipper from January 2009 to July 2009. Today's homecoming marks the end of the twentieth rotation of RAN ships to the Middle East since September 2001.

Senator Bishop praised the crew of **HMAS Warramunga** for their dedication to conducting maritime interception and surveillance operations within the Gulf.

"The presence of **HMAS Warramunga** in the Gulf and the professionalism of her crew has greatly contributed to disrupting violent extremists' use of the maritime environment as a venue for attack or to transport personnel, weapons or other material," Senator Bishop said. "**HMAS Warramunga** and her Ship's Company are a capable and professional unit who trained extensively to ensure the success of this deployment.



"I acknowledge their dedication and commitment to their vital role in contributing to Australian Defence Force operations. "I also acknowledge and value the support of the families and friends here today. Your ongoing support is vital to the success of this and all Australian Defence Force deployments."

Commanding Officer of **HMAS Warramunga**, Commander Andrew Gordon, RAN, paid tribute to the dedication of his crew during the deployment.

"**HMAS Warramunga** built a maritime security operation around the Gulf States by two means," Commander Gordon said. "Firstly, by

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working with regional navies to learn from each other and provide a safe place for all those who peacefully use the region. Secondly, we conducted baseline operations - going out and patrolling in various areas of the Gulf, getting information and dealing with various issues if and when they arose. "Every day was a new day in the Gulf. We were not just centred on the Iraqi oil fields; we were going from the Straits of Hormuz to the north of the Gulf. The family and friends of the crew can be justifiably proud of the job the crew has done in the Gulf."

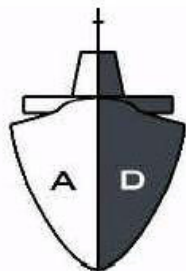
Commander Gordon also paid tribute to the vital role that the crew's family played in the deployment.

"Our families are the true heroes. Their love, support and sacrifice throughout our careers, and especially during this operational deployment, have made it all possible, and we are so happy to be re-united with them today. Two members of ship's company also became parents while the ship was away. Being away from home really makes you appreciate what a great country Australia is, and how much your family means to you. It puts everything in perspective."

During her time in the Gulf, **HMAS Warramunga** conducted 18 replenishments at sea and vertical replenishments, 70 aircraft sorties by its embarked Navy Seahawk helicopter and 629 investigative queries of merchant vessels. **HMAS Warramunga's** crew trained with Coalition forces including ships from Pakistan, Kuwait, Bahrain, and United Arab Emirates and participated in the Pakistan Navy's Exercise Aman 09 and other coalition training activities. These exercises were primarily to train regional Navies in maritime surveillance operations. **Source : Garry Luxton**

## SHIPYARD NEWS

### ANGLO DUTCH SHIPBROKERS bvba



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Above seen the offloading operation of the DAMEN FCS 5009 hull with yard number 547208 in the port of Rotterdam, the hull was loaded in Haiphong (Vietnam) onboard SAL's **PAULA** and discharged in Rotterdam 12-07-2009 and towed to the Damen yard in Gorinchem for fitting out

**Photo : Sander Spaans (c)**

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Last week a photo of the **Kapitan Georgi Georgiev** could be found in the newscippings, above seen 3 sisters of this vessel at the breakers (most probably in Aliaga - Turkey)

Photo : via Fulko Roos

## GUPC Consortium with Jan De Nul in pole position for Panama Canal

The GUPC consortium of which Belgian construction and dredging company Jan De Nul forms part is in pole position for a multi billion dollar contract in Panama. The consortium scored highest on the technical evaluation and delivered the best price proposal for one of the most prestigious hydraulic engineering projects in the world.

GUPC – Grupo Unidos por el Canal – had the “best value” proposal. With the offer of US \$ 3.12 billion the consortium did not exceed the Panama Canal s allocated price of US \$ 3.48 billion.

The construction of the 3rd set of locks is the most important part of the of the Panama Canal expansion project. This mega project is one of the largest and most prestigious hydraulic projects of the last decennia. The works include the construction of 6 lock chambers. Each of these lock chambers has a similar size to the 'Berendrecht lock' in Antwerp, Belgium, at this moment the largest lock in the world.

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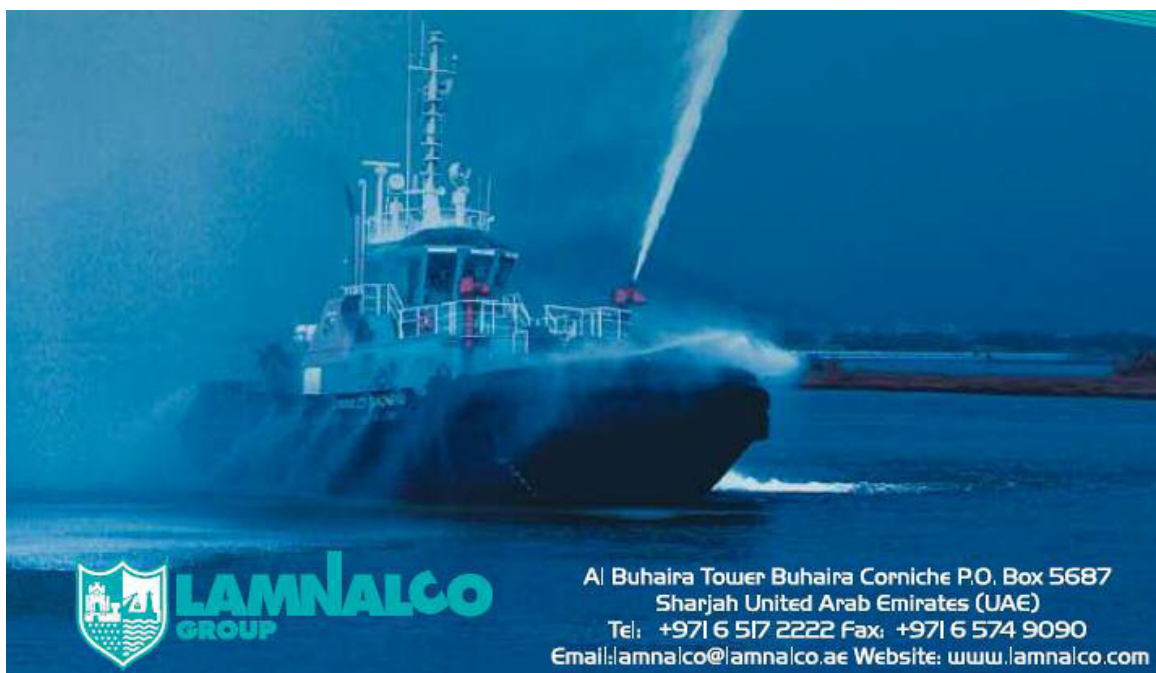
The project will take 5 years and create more than 6000 jobs. During that period 40 million m<sup>3</sup> soil will be excavated and 5 million m<sup>3</sup> concrete will be poured. The project will allow larger vessels to sail between the Atlantic Ocean and Pacific Ocean through the Panama Canal. Once completed, the capacity of the Panama Canal will be increased with approximately 50 %. Because the consortium had the best technical score as well as the lowest price, it is expected to be awarded the contract in the coming weeks.

The consortium consists of Spanish constructor Sacyr Vallehermoso, the Italian builder Impregilo, Belgian company Jan De Nul and local construction company Cusa. Works are expected to start early 2010. **Source:** [www.jandenu.com](http://www.jandenu.com)

### Maersk Sets Fee, Start Date for Chassis Pool

Maersk Line plans to launch its new chassis pool arrangement throughout the Northeast on Monday, Aug. 3. On that day, drayage companies, ocean carriers, marine terminals and railroads, will have to start paying a daily fee of \$11.00 (\$10.28 plus 7 percent tax) to use Maersk chassis to haul containers throughout the Northeast under the new Direct ChassisLink program. Maersk said drayage companies must have a Direct ChassisLink lease agreement in place by July 31 to take full advantage of the new model.

Any Maersk Line chassis that originate from any of the New York/New Jersey port area marine or rail terminals starting Aug. 3 will be subject to the new Direct ChassisLink fees. Under the new program, a drayage company will be able to utilize the same Direct ChassisLink chassis multiple times in one day for any similar moves from container terminals in the Port of New York and New Jersey to locations ranging from Baltimore and Boston to Norfolk, Va., Pittsburgh and Rochester, N.Y. The per-diem fees will stop when the chassis is returned to one of the marine or rail terminals in these locations. Fees for the calendar days from gate out to gate in will then be invoiced directly to the draymen. A Direct ChassisLink lease agreement is necessary for the movement of other ocean carrier's equipment. Maersk Line containers will be moved under their current Maersk Line interchange agreements. **Source:** **Journal of Commerce**



### Namibia: New Equipment for Port

New container handling equipment worth N\$450 million will boost the competitiveness of Namibia's main port. This equipment forms part of the planned N\$1.7 billion strategic expansion project for the Walvis Bay Container terminal area, which is set to be commissioned in 2012.

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Elzevir Gelderbloem, Namport project manager for the expansion project, says the new container handling equipment and quay cranes are of utmost importance to bring the port in line with other larger ports in the SADC region, as well as to create a competitive advantage.

"The new equipment is the latest in modern container handling equipment all around the world and will include Rubber Tired Gantry Cranes (RTGs) for stacking containers in the terminal yard as well as Ship-to-Shore quay cranes (STSs) for loading and unloading containers to and from ships," he says.

"The new RTGs will be able to stack containers in blocks of 6 container rows wide by 5 containers high while requiring minimal space for itself to manoeuvre around the stacked containers. This will be a huge (50%) improvement in the amount of space taken up by roadways and manoeuvring space as with the current container handling equipment such as reach stackers."

Other equipment in which the port is investing are the new STS cranes. Standing 80m tall with their boom raised and with a total weight of 1000 tonnes, these cranes can easily become new landmarks on the skyline of Walvis Bay.



"We will import the cranes from international suppliers and it will be shipped to our port in two or even three parts. At the moment we can offload containers at an average speed of 20 containers per hour per crane. The new cranes will be able to offload at a rate of 40 containers per hour per crane," Gelderbloem says

Left : The **SOFALA** seen moored in Walvis Bay port  
Photo : **Piet Sinke (c)**

"The expansion of the container terminal allows for bigger ships to enter the port. The existing container terminal will not be able to accommodate the huge volumes leading to a

decrease in cost effectiveness. However, the new container terminal facility with its new modern equipment will ensure quick and efficient turnaround times for these bigger vessels which can carry up to 8000 containers in total," he adds.

All container-handling equipment such as the new cranes will be fitted with the latest in computer technology. The container terminal operating system will also streamline Namport's operations and thus contribute to an increased efficiency and productivity. "We are now embarking on our first trial runs with this new container terminal operating system in our existing terminal and this same system will then just be extended to the new container terminal once completed," says Gelderbloem. **Source : AllAfrica**

## MSC Splendida: Meer dan een cruiseschip

Op zondag 12 juli 2009, is het schitterende nieuwe schip van MSC Cruises, de **MSC Splendida**, op passende galante wijze gedoopt door filmlegende Sophia Loren. De ceremonie ging gepaard met een spectaculaire galashow, met in de

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hoofdrol operalegende José Carreras en verschillende andere hoogstaande artiesten. De keuze voor Barcelona paste in het straatje van MSC Cruises. De rederij heeft, innovatief als zij is, als doel haar schepen in verschillende landen te water te laten. Een traditie die begon met de **MSC Poesia** in Dover (april 2008) en ook in 2010 voort zal worden gezet wanneer de **MSC Magnifica** in Hamburg gedoopt wordt.



De komst van de **MSC Splendida** brengt het aantal schepen dat vaart onder de vlag van MSC Cruises op tien. Zij en haar zusterschip de MSC Fantasia zijn de grootste schepen ooit gebouwd door een Europese rederij. Beiden bieden plaats aan 3,959 passagiers. Deze 'drijvende steden' zijn 333 meter lang, 66.8 meter hoog en wegen 137,936 ton.

Het ontwerp van de **MSC Splendida**, uit de koker van de architecten van De Jorio Design International, telt ontelbare technologische innovaties. Dit alles om gasten te laten genieten van een niet eerder vertoonde vorm van comfort en milieubewustheid. Ter ondersteuning van de zorg om het milieu tijdens de bouw en aan boord van de MSC Splendida zal het schip de prestigieuze Six Golden Pearls-award ontvangen. Deze werd eerder ook al uitgereikt aan de MSC Fantasia. De award zal door dhr. Didier Chaleat, vice-president van Bureau Veritas, overhandigd worden tijdens een persconferentie voorafgaand aan de doop van de **MSC Splendida**.

"Met de **MSC Fantasia** dachten we dat we het mooiste schip ter wereld gebouwd hadden", zegt Pierfrancesco Vago, algemeen directeur van MSC Cruises. "Nu weet ik dat we het toen niet bij het rechte eind hadden. De **MSC Splendida** doet haar naam absoluut eer aan. Het schip sprankelt meer dan welk cruiseschip ter wereld dan ook. Met de komst van de MSC Splendida telt de vloot van MSC Cruises nu tien schepen. Een belangrijke mijlpaal, die niet bereikt had kunnen worden zonder de kwaliteiten die het team van MSC Cruises altijd toont: energie, passie en professionaliteit. Kwaliteiten die refereren aan de stad Barcelona zelf. Een dynamische stad en met dit jaar alleen al 82 aankomsten - goed voor in totaal 304.000 passagiers - een belangrijke haven voor MSC Cruises."

Op zaterdag 11 juli, als een voorproefje van de officiële ceremonie, vond in de Palau Blaugrana-arena in Barcelona de MSC Cruises Cup plaats. Dit indoorvoetbaltoernooi, waarvan de opbrengst ten goede kwam aan het goede doel, bracht drie van de grootste en meest succesvol voetbalteams ter wereld bijeen, te weten: FC Barcelona, Real Madrid en AC Milan. De complete opbrengst van het evenement komt ten goede aan de slachtoffers van de Italiaanse regio Abruzzo, die recent getroffen werd door een aardbeving.

Een parade van scheidsofficieren en natuurlijk het traditionele knippen van het lint door Sophia Loren, de doopmoeder van MSC Cruises, complementeerde de kleurrijke ceremonie. Deze was overigens live te volgen via [www.mswebtv.com](http://www.mswebtv.com) en vervolgens ook later nog eens terug te zien op diezelfde website of op [www.ms Splendida.com](http://www.ms Splendida.com)



## Massekredit sichert Stena-Fährenbau

Die insolventen Wadan-Werften in Wismar und Rostock-Warnemünde bekommen einen zum Großteil vom Bund verbürgten Massekredit in Höhe von 190 Millionen Euro. Eine entsprechende Zusage habe er nach intensiven Verhandlungen erhalten, teilte der vorläufige Insolvenzverwalter Marc Odebrecht gestern mit. Damit können die Werften die bereits begonnenen beiden Fähren für die schwedische Reederei Stena Line weiterbauen.

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Laut Odebrecht handelt es sich bei der Summe um einen der größten Massekredite, der jemals in der Geschichte der Bundesrepublik Deutschland vergeben wurde. Er werde zu 90 Prozent durch den Bund und zu 10 Prozent durch ein Bankenkonsortium abgesichert. Am Zustandekommen dieses Ergebnisses sei neben dem Bund auch das Land Mecklenburg-Vorpommern beteiligt gewesen. Die Schweriner Landesregierung hatte den Werften erst am Donnerstag einen weiteren Kredit über 1,5 Millionen Euro bereitgestellt, um den Fortgang der Arbeiten kurzfristig zu sichern.

Die Wadan-Werften hatten Anfang Juni wegen ausbleibender Neuaufträge und finanzieller Streitigkeiten zwischen den Eigentümern Insolvenz angemeldet.



The **BOW CENTURY** seen approaching Rotterdam - Photo : Cornelia Klier (c)

## 'Star Pisces' up for sale

Star Cruises International will put its 1990-built cruise ship 'Star Pisces' up for sale. The vessel was laid up in Port Klang early last week.



The **STAR PISCES** seen moored in Hong Kong  
Photo : Piet Sinke (c)

The 1,800-passenger vessel was converted from a Swedish ferry, and is expected to fetch about US\$120 million. The vessel was originally built as the cruise ferry 'Kalypso' by Masa Yards, Turku, Finland for Rederi Slite for use in Viking Line traffic. The 40,053GT vessel has a length of 176.6 metres, a beam of 29.6 metres, and a draught of 6.2 metres. Installed engines are four Wärtsilä-Sulzer 9ZAL40S diesels producing 17,811kW. 'Star Pisces' has a speed of 21 knots. Source : Baird-online

## Teekay expands FSO operations

Teekay's FSO division has secured a seven and a half year contract, plus options, for the deployment of the shuttle tanker 'Rita', ex 'Rita Knutsen', as an FSO in the Al Rayyan field, offshore Qatar. "We expect the need for FSOs to grow significantly over the next five years," commented Peter Webb, vice president, offshore business development, Teekay Navion Shuttle Tankers and Offshore (TNSTO). "Teekay is well positioned to participate in this growth, particularly because many of the shuttle tankers in our fleet are ideal FSO conversion candidates." Shuttle tankers have several competitive advantages in being converted to a FSO, including already-existing helicopter decks and twin engines and thrusters, which increase their operational flexibility. These latter features also help save fuel consumption, thereby reducing emissions, and can contribute to reduced need for tug support. Teekay currently has five FSO units in operation and these are deployed in the North Sea, Australia and Thailand, servicing customers on specific fields. This new FSO contract marks Teekay's entry into the Middle East's offshore arena. "The Middle East represents a new and attractive market for our offshore business," added Webb. "We are able to expand on our existing LNG platform in this region, where we currently operate seven LNGCs on long-term contracts with Qatar-based RasGas." In June, the 1986-built 'Rita' moved from its previous position in South Africa, to the Middle East for class renewal and yard modifications to its offshore crane, helideck, and CALM buoy mooring system, plus the general refurbishment of existing structure and equipment. Despite a tight and challenging delivery schedule, it is expected that the FSO will successfully meet its target of receiving oil by December of this year, TNSTO said. **Source: Tanker Operator**



The **RAMBIZ** seen launching the **GOLIATH** in Antwerp last week - **Photo : Karel Maes (c)**

## FELIS ARRIVED WITH BOXER IN DORDRECHT

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Photo : Bram Plokker (c)

Above seen the new addition to Leopard Shipping the **FELIS** (ex Barra de Aveiro, ex Mouriscas, ex Albert - 2460 hp / 38 ts bp) seen arriving in Dordrecht with the new lighter Boxer from St. Petersburg, **FELIS** is completely overhauled in Poland , new class and a new towing winch installed.



Photo : Richard Wisse (c)

In a view weeks from now Leopard Shipping will also start operating the former **SUN LONDON** which is recently purchased and renamed in **SERVAL** (2640 hp / 45 ts bp) both tugs will fly Slovak flag with home port Bratislava.

It is intended that the two tugs, with the **LEOPARD**, under the management of **WESTCOASTING** in IJmuiden, are used for towing voyages in the Baltic, North Sea, Mediterranean Sea and West Coast of Africa.

Source : Herbert Westerwal - Westcoasting BV

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## EXTENSIVE UPGRADE OF THE SHEERLEGS TAKLIFT 4



Above seen the sheerlegs **TAKLIFT 7** working on the sheerlegs **TAKLIFT 4** in Rotterdam Waalhaven, the **TAKLIFT 4** started recently her large overhaul and upgrade programme

Photo : Frank Hilgevoord (c)



The NYK Line's containership **NYK THEMIS** {IMO 9356696} passing Ijmuiden enroute for Hamburg.

Photo : Iain McGeachy (c)

## Bermuda rejects cruise ship gaming bill

Bermuda lawmakers have rejected a bill that would have allowed cruise ship passengers to play gaming machines on vessels making port calls at night in the British Atlantic territory.

Premier Ewart Brown's cruise ship gaming bill failed Friday in the House of Assembly by 18 votes to 11. In a terse statement issued after the vote, Brown said "cruise lines and tourism partners now know where things stand and can plan accordingly."

Bermuda lawmakers banned slot machines in 2001, arguing they were driving some islanders into debt. The law took effect in 2004. Table games such as blackjack are also outlawed in Bermuda, but sports betting pools and some other gambling activities are permitted. **Source : msnbc.com**

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Above seen the **BBC Georgia** arriving at Portsmouth with Wightlink Ferries' new high-speed catamarans on 12 July. **Wight Ryder I** & **Wight Ryder II** are due to begin operating on the Portsmouth-Ryde crossing in the Autumn. The vessels are part of new investment on the route which also includes upgrade work on the berths.

Photo : **Maritime Photographic** - [www.maritimephotographic.co.uk](http://www.maritimephotographic.co.uk) ©

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



Above seen the MLT flag clipper sailing yacht **MALTESE FALCON** leaving Grand Harbour Marina at Valletta, Malta on Sunday 5th July 2009 with Cpt. Chris at the helm

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

## RECENTLY UPLOADED HIGH RESOLUTION PHOTOS AT THE WEBSITE

L 801 JOHAN DE WITT	-	LPD Dutch Navy	PAULINE	-	RO-RO vessel
M 917 CROCUS	-	MCM Belgian Navy	M 921 LOBELIA	-	MCM Belgian Navy
M-08 Ex Dutch Alkmaar	-	MCM Latvian Navy	A 954 ZEEMEEUW	-	YTM Belgian Navy
PRIDE OF YORK	-	Ferry	A 962 BELGICA	-	AGOS Belgian Navy
Port tug 22	-	Harbour tug	JO EIK	-	Chemical tanker
Port tug 20	-	Harbour tug	ZEEBRIES	-	Customs (Belgium)
CSAV RIO LONTUE	-	Container vessel	Port tug 86	-	Harbour tug
MSC ENDURANCE	-	Container vessel	NORCAPE	-	Ferry
F 42 KLAKRING	-	FFG – US Navy	ZEEHOND	-	tug
F 931 LOUISE MARIE	-	FFGH Belgian Navy	UNION EMERALD	-	tug

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