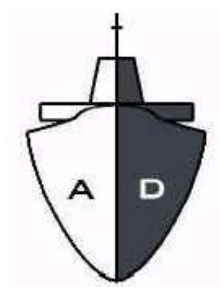




Number 117 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 27-04-2010**

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

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ITC's SUHALI departed with the cutterdredger CASTOR from Hazira (India)

Photo : Hans van Boeschoten ©

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STAR SIRANGER, (IMO 90000314) seen on April 24th, 2010, on Kiel-Canal at Brunsbüttel.

Photo : Michael Brakhage ©

STAD AMSTERDAM ARRIVED IN HOUTBAY



The Dutch clipper sailing ship **STAD AMSTERDAM** dropped anchor in Hout Bay, Cape Town at dawn Sunday morning. Following a function held at the Hout Bay Yacht Club, the East Fort guns (b.1792) fired a salute to **STAD AMSTERDAM**. Following a further gun salute at midday, she was escorted out of Hout Bay by a flotilla of yachts, heading for the V & A Waterfront, where she will spend the next 6 days.

Photo's : Ian Shiffman ©



People in the photograph - left to right

Dave Cowley - Chairperson Hout Bay Heritage Trust whose responsibility is the guns at East Fort
Paula Roos-Schindeler - Deputy Head of Commission - Consulate General of the Kingdom of the Netherlands
Admiral Louw - ex SA Navy



The **STAD AMSTERDAM** seen moored in Simons Town - Photo : Jean Pierre Arabonis ©

RYNDAM MEET ZUIDERDAM IN MIRAFLORES LOCKS



HAL's **Ryndam** and **Zuiderdam** seen together in Miraflores locks in the Panama canal April 24th
Photo's : Peter Tukker ©

Pirate Trial

Eleven suspected pirates were being flown to the United States Thursday to stand trial in alleged attacks on U.S. naval vessels off the coast of Africa, officials said. The suspects were expected to appear in court in Norfolk, Va., for indictment as early as Friday morning, two U.S. officials said on condition of anonymity because they were not authorized to discuss the cases publicly.

The 11 have been held on U.S. ships for weeks off Somalia's pirate-infested coast and nearby regions as officials worked to determine whether and where they could be prosecuted and prepare legal charges against them. The suspects were taken from the **USS Nassau** amphibious assault ship Thursday, handed over to U.S. law enforcement officials and were being flown to Virginia on a government plane in the custody of the Justice Department, one official said.

The transfer of the case to a U.S. court comes amid discussions about setting up an international court to prosecute piracy suspects, which some nations have been reluctant to do. Some pirates have been released after capture because no nation could be found to try them. The question of piracy prosecutions is part of a broader U.S. policy debate over policy on Somalia, which has been without a government since 1991 and has become a haven for al-Qaida-linked terrorists as well as pirates.

Ships traveling off the Somali coast have been confronted by young men traveling in skiffs, armed with AK-47s and rocket propelled grenades and sometimes hopped up on the narcotic plant called qat that is popular with Somalis.

Five of those being flown to Virginia Thursday were captured March 31, after the frigate **USS Nicholas** exchanged fire with a suspected pirate vessel west of the Seychelles, sinking a skiff and confiscating its mother ship. The other six suspects were captured after they allegedly began shooting at the amphibious dock landing ship **USS Ashland** on April 10 about 380 miles off Djibouti, a small nation facing Yemen across the mouth of the Red Sea.

Another 10 pirates remained at sea in Navy custody Thursday, captured in another incident when the **destroyer USS McFaul** responded to a distress call from a merchant vessel. It was not clear whether those 10 will now be released or handed to over to another country for prosecution, the officials said.

U.S. warships are part of an international flotilla protecting shipping in the region. The navies of other countries have also have taken alleged pirates home for trial. But some countries are reluctant to try suspects due to difficulties transporting them, fears they may claim asylum and thorny jurisdiction issues.

Kenya, to the south of Somalia, has taken some to its courts but now says pirates are putting too much strain on the country's court system. Some of those being flown to the U.S. were injured during hijacking incidents on the seas and have received treatment from the Navy. One official said one of the suspects had a leg amputated.

Adm. Mark Fitzgerald, the top U.S. naval officer in Africa and Europe, said last week that the Navy had handed over evidence on the five alleged to have attacked the **USS Nicholas**, including the pirates' weapons, photographic evidence and proof that small arms fire hit the ship. It was not known what charges would **Source : Shiptalk**

Asians set to take the lead at Posidonia 2010

The organisers of this year's Posidonia taking place June 7-11 at the Hellenikon Exhibition Centre expect a record Asian contingent to take attendance to a new height, with a sold-out floor space of more than 30,000 square metres and nearly 1,800 exhibitors from 86 countries. They point to a recent Euro 750m spate of new ship building orders by Greek shipowners and the findings of an international report which indicates that market confidence in the global freight market is at a 15-month high, as "a double boost (that) signals a cause for optimism for the Greek economy." An estimated Euro 50m will be generated by the 10,000 international visitors who will attend what is described as the world's most influential shipping event. **Source : SeatradeAsia**



The **TUMAK** now equipped with the ISKES logo in the funnel seen operating in the port of Ijmuiden , flying the Dutch national flag (Driekleur) half mast in view of the sudden death of their colleague **Capt Norman Rademakers**

Photo : Richard Wisse ©

'Unsure when Gulf of Aden piracy will end'

Piracy in the Gulf of Aden could be a threat to global maritime trade for even a decade down the line, senior officers of the Indian and US navies said Saturday. 'Ten years down the line, whether the problem of piracy would continue...time will tell,' Rear Admiral Sudhir Pillai, the flag officer commanding Goa Area and Naval Aviation, said.

The growing menace of piracy in the Gulf of Aden region was a 'complex issue' and only time would tell when the menace would end, he added while addressing a joint press conference onboard the indigenously-built destroyer **INS Mysore** during the ongoing Malabar India-US bilateral naval exercise.

'Piracy in that area is a complex issue. The Gulf of Aden is a huge area traversed by ships from several countries. There are several honest fishermen sailing there too. The problems are many,' Pillai, Pillai, who has battled pirates off the Somali coast, said.

Rear Admiral Kevin Donagan, who is leading the US naval contingent in the Malabar exercise, admitted that piracy in Gulf of Aden was a difficult issue which could not be solved overnight.

'The good news is that several governments are coming together to find a solution. I feel that if we remain positive in that direction, we would make progress against piracy in that region,' Donagan maintained.

The Malabar war game off the Goa coast, which began Friday and will conclude May 2, will see several joint exercises being conducted, including an anti-piracy drill during which both navies will share information and understand each others' procedures that are implemented during such missions. The two navies have worked in tandem in the fight against piracy in the Gulf of Aden, with Indian vessels often refuelling from US tankers.

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This is the 14th edition of Malabar. The Indian Navy is represented by **INS Mysore** and three guided missile frigates - **INS Godavari**, **INS Brahmaputra** and **INS Tabar**. In addition, one Shishumar class submarine, **INS Shankush**, as also Sea Harrier fighters and other fixed and rotary wing aircraft, are participating.

The US Navy is represented by ships from Carrier Task Force 70 of the 7th Fleet based at Yokosuka in Japan. The ships include the cruiser **USS Shiloh**, destroyers **USS Chaffee** and **USS Lassen** and the frigate **USS Curtis**.

In addition, one nuclear powered submarine, **USS Annapolis**, two P3C Orion aircraft and a 28-member US Navy special forces team are also participating in the exercise. **Source : Sifynews**



The **QUEEN MARY II** seen enroute from Southampton towards New York (ETA Thursday 29th April 06:00 hrs LT).

Photo : Richard Palmer ©

Owners Arrested

Police have detained the two owners of an allegedly overloaded ship that capsized Wednesday, leaving four people dead and at least 10 missing in central China's Hubei Province. A roll-on roll-off ship, the **Qingjiang No. 8**, capsized after two of the 16 trucks on board rolled off, and the other 14 trucks fell into Qingjiang River at around 5:30 a.m. Wednesday in Shuibuya Town, Badong County.

The vessel, 74 meters long and 12.5 meters wide, was designed to carry a maximum of 12 trucks, said Duan Lunyi, vice governor of Hubei Province who oversaw the rescue at the scene.

The ship belonged to two people who were both detained by police, Duan said. Thirteen people were rescued, and seven were taken to hospital. Four male bodies have been found Thursday and at least 10 people were still missing, said Duan.

The 14 trucks loaded with iron ore were lying at the bottom of the river, which was deep as 100 meters, and it was difficult to pull them out, said Duan. Three salvage teams, totaling 30 people, were still searching for the missing.

Source : ShipTalk



The "**RUBEN DARIO I**" seen at Puerto Caldera, Costa Rica - Photo : Henk van der Linden ©

Somalia Pirates Threaten to Blow Up Oil Supertanker

Somali pirates threatened last Wednesday to blow up a hijacked oil supertanker unless a \$20 million (13 million pounds) ransom was paid and captured a Panama-flagged merchant ship. South Korea sent a destroyer to intercept the **Samho Dream**, laden with 2 million barrels of crude oil, and its crew of five South Koreans and 19 Filipinos, after it was seized this month. "We are demanding \$20 million to release the large South Korea ship," said Hashi, commander of the pirates holding the Singapore-owned vessel. "The ship and the crew are safe. We know some warships are plotting to attack us, but we are telling them that the ship will be blown up if we are attacked," he said from the pirate lair of Hobyo. The sea gangs have made off with millions of dollars in ransoms by roaming the Gulf of Aden and Indian Ocean and seizing vessels and their crews.

Maritime experts say the pirates have stepped up attacks, largely due to good weather that favours their operations. Andrew Mwangura of the Kenya-based East Africa Seafarers' Assistance Programme said the Panama-flagged **MV Voc Daisy** was seized in the early hours, 190 miles southeast of the Omani port of Salalah. It has 21 Filipino crew members. He said the bulk carrier had been sailing from the United Arab Emirates to an unspecified port on the Suez Canal. It was not immediately clear what it was carrying. The European Union naval patrol force in the region

confirmed the seizure of the 47,183 dwt ship on its website. Three Thai fishing vessels were seized over the weekend and several unsuccessful attacks have been carried out since then.

The sea gangs have extended their reach southwards and towards India to avoid a flotilla of foreign navies patrolling the waters off Somalia. One such Somali group lost its way when returning to the pirate lair of Hobyo from the Seychelles but instead found themselves in the Kenyan port city of Mombasa. Abdulkhadir Jim'ale, who returned to his home town Galkayo at the weekend, told Reuters the gang was returning from Seychelles after a failed trip to hunt commercial ships in the Indian Ocean, because they had run out of supplies. "We had been in the high seas for a few days when we run out of food and drinking water. We decided to head back to Hobyo but at midnight, we found ourselves in a shiny city with lights," Jim'ale said. "It was Mombasa. We threw our guns into the sea, left the boat at the beach and sneaked into the city in the dark." Four of his colleagues made their way back to Somalia but three are still missing. Jim'ale was one of 23 suspected Somalis pirates released by Seychelles in September. **Source : Reuters / Ecoterra**



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The **VOLVOX ATALANTA** seen offshore Fujairah (UAE) - **Photo : Crew Atalanta ©**

Carnival cruise not all Ecstasy for locals

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Cathy Williams has been on more than a dozen cruises, but never has she experienced anything on a ship like she did on the final leg of a five-day Mexican cruise last week.

"It was the most traumatic thing I've ever been through in my life," she said. "I was having Titanic de ja vu."



Williams and husband Mike, who for the past 24 years have owned and operated Plainview Roller Rink, along with eight other family members were on board the **Carnival Ecstasy** when it took a very sharp turn in the Gulf of Mexico on Wednesday, causing the huge cruise ship to violently shake and then suddenly tilt.

"We were coming back from Cozumel and were out in the middle of the ocean," Williams said. "It was an absolutely beautiful day — sunny, no clouds. I had never seen the ocean that calm. It looked like a lake." Most of the

Williams crew — which also included daughter-in-law Misty and grandsons Carson and Austin of Plainview — were about to sit down to eat when the incident occurred.

"The lights were shaking so hard I couldn't believe they were still up there," Williams said. "Then all of a sudden the ship tipped to the right. "All you see is (sky) on the left side and all you see is water on the right. I thought we were going over."

Williams said people began screaming and falling down, and plates and glasses toppled to the floor. "We were all wondering what in the world was going on," she said. "I've never seen so many people panic . . . They were praying."

The ship reportedly had to make an emergency maneuver to avoid a partially submerged buoy adrift near Mexico's Yucatan Peninsula. Carnival said the ship's radar did not detect the buoy. While some passengers claimed the ship tilted as much as 30 degrees, Carnival said it tilted 12 degrees.

"I'm so surprised somebody didn't go off in the ocean," Williams said. Most of the water sloshed out of the ship's swimming pools, and the onboard liquor store was a disaster area. "Every bottle broke; it really smelled," said Williams, adding that chips in the casino also got dumped off the tables. "They didn't know how many chips each person had. I don't know how they figured that out."

Carnival said about 60 of the ship's 2,340 passengers and one of the 900 crew members suffered minor injuries, although no one required treatment at a hospital.

"Nobody in our group was hurt," said Williams, who also was travelling with her brother and sister-in-law Pat and Donna Maxwell of Lawton, Okla., as well as nieces and nephews Jeremy, Kami and Brock Maxwell of Abilene. During the initial panic the family was especially concerned about Jeremy since he's a quadriplegic as the result of a traffic accident four years ago and confined to a powerchair.

Williams added that a man in the dining room where they were at the time of the incident suffered a heart attack.

"I don't know how he was," she said. Williams said the whole ordeal "maybe lasted two minutes max," although it took "a good five minutes before they came on the P.A. to tell everybody what happened." Within an hour, she said, most everything was back to normal with people sunbathing and music playing. But, she added, some passengers elected to wear life jackets the rest of the trip. The ship safely docked the next day in Galveston.

"Everything else on the cruise was great," Williams said. "We've been on 15 cruises, and this is the first time we've ever encountered anything like that. I guess it was good because they said if they would have hit the buoy it would have put a hole in the ship."

The experience won't deter the Williamses from boarding other boats. "We will definitely cruise again," she said.

Source : Plainview Daily Herald



The **LOLA-1** seen arriving in Ijmuiden to load cement at the CEBO facilities - Photo : Marcel Coster (c)

Somali pirates hijack VLCC ? Witness telling.

Mike Voitenko got a message from one of the readers of **Maritime Bulletin**, he's on board of a vessel sailing Indian ocean, his vessel was 100 miles NE off the scene. 0620 LT 25.04.10 – pirates attacked VLCC **Isuzugawa** in 18.05N 064.59E, two motherships approached VLCC and sent 1 or 2 skiffs, firing at VLCC with AK and RPG. Vessel called Indian Coast Guard, but didn't get any answer, vessels in the vicinity re-sent VLCC messages, but didn't get any reply either. Calls for help lasted for about 40 minutes and then suddenly stopped.

Second attack began at 0740, this time pirates attack Malaysian chemical tanker **Bunga Melati**, respondent wrote about **Bunga Melati 2**, but there is no such number, looks like it's **Bunga Melati 7**, judging from AIS data. Vessel was attacked by one skiff with four armed persons on board, shots were clearly heard on VHF. Navy – either in GOA or in the vicinity, started to give recommendations, though they were hardly usefull. Attack lasted for about an hour, and then pirates retreated, as Indian Navy said on radio – because they sent a helo. Anyway, **Bunga Melati 7** escaped, but what happened to **Isuzugawa**, is a mystery, they stopped radio transmission so abrupt that one may only wonder.

Isuzugawa IMO 9262156 Flag Panama build 2004 DWT 299984 Manager K Line Ship Management Co. Ltd.

Bunga Melati 7 IMO 9172272 Flag Malaysia build 2000 DWT 31972 Manager MISC Berhad.

Source : **Mike Voitenko**

PRINSES MÁXIMA DOOPT CRUISESCHIP MS NIEUW AMSTERDAM

Hare Koninklijke Hoogheid prinses Máxima doopt op zondag 4 juli 2010 in Venetië het cruiseschip ms **Nieuw Amsterdam** van de Holland America Line. Het schip is de tweede in de Signature-klasse. De **Nieuw Amsterdam**, die plaats biedt aan 2.106 passagiers, wordt gebouwd door de scheepsbouwer Fincantieri-Cantieri Navali Italiani S.p.A. in Marghera, Italië.

„De Koninklijke familie zet hiermee de lange en trotse traditie van het dopen van schepen van de Holland America Line voort,” zegt Stein Kruse, president and chief executive officer van Holland America Line. „Die traditie begon meer dan 80 jaar geleden. Wij zijn enorm vereerd dat prinses Máxima de **Nieuw Amsterdam** wil dopen. De ceremonie met prinses Máxima als doopvrouwe van de **Nieuw Amsterdam** markeert een bijzonder moment in onze 137-jarige geschiedenis. De **Nieuw Amsterdam** is, samen haar zusterschip **Eurodam**, het grootste passagiersschip in de Nederlandse vloot.”

De **Nieuw Amsterdam** is het elfde schip van de Holland America Line dat wordt gedoopt door een lid van de Nederlandse Koninklijke familie. Prins Hendrik was in 1929 de eerste met de doop van de **ss Statendam III**. Daarna volgden de **ss Nieuw Amsterdam II** in 1937 door koningin Wilhelmina, de **ss Statendam IV** in 1957 en de ms Prinses Margriet in 1964 door prinses Beatrix, de **ss Rotterdam V** in 1958 door koningin Juliana, de **ms Prinsendam II** in 1973, de **ms Nieuw Amsterdam III** in 1983, de **ms Rotterdam VI** in 1997 en de **ms Oosterdam** in 2003 door prinses Margriet en de **ms Eurodam** in 2008 door koningin Beatrix.

De doopplechtigheid in Venetië zal worden bijgewoond door enkele honderden genodigden en zal worden omlijst met spectaculaire festiviteiten, de zegening van de **Nieuw Amsterdam** en de traditionele doop door het breken van een fles champagne op de boeg van het schip. De **Nieuw Amsterdam** maakt aansluitend aan haar doop een serie cruises door het Middellandse Zeegebied. Eind oktober maakt het schip vanuit Lissabon haar eerste trans-Atlantische oversteek naar Fort Lauderdale.

Kijk voor meer informatie over de ms Nieuw Amsterdam op de website:

www.hollandamerica.com

CASUALTY REPORTING

Barge explodes on Mississippi River



The United States Coast Guard - already battling an oil spill off the Louisiana coast - responded to an unrelated tank barge explosion on Saturday - approximately 72 miles (116 kilometers) up the Mississippi River from New Orleans.

The barge exploded while taking on a load of benzene at the LBC Tank Terminals at Sunshine, Louisiana, Coast Guard officials in New Orleans reported. Two people were injured in the barge blast.

"The extent of those injuries is unknown," the Coast Guard said in a statement released Saturday night.

The fire from the blast was extinguished by firefighters. The river remained open to maritime traffic. Air monitoring was underway. Barge inspectors and Coast Guard investigators were on the scene Saturday night.

"The Coast Guard has notified water intake owners near the area, but there are no reports of pollution in the water at this time," according to the Coast Guard statement. A spokesperson for the federal maritime agency was not immediately available.

The river blast came at a time when officials were trying to battle a stubborn oil spill in the Gulf of Mexico.

Rear Admiral Mary Landry said Saturday that the Coast Guard remains determined to keep an oil spill from the sunken drilling rig Deepwater Horizon from reaching Louisiana's fragile coastal wetlands and marsh - habitats for birds, wildlife and seafood alike.

"Our goal is to fight this oil spill as far offshore as possible," Landry said. The **Deepwater Horizon** sank after a fire and explosion Tuesday, more than 64km from the mouth of the Mississippi River in Louisiana.

Eleven crew members from the rig are missing, 115 were rescued. The cause of the incident is still under investigation, Landry said on Saturday. **Source : iol.online**

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NAVY NEWS



The 1996 built **FPB 94 FEARLESS** of the Singapore Navy seen leaving the Tuas naval base to patrol the Singapore Straits

Photo : NAVPIC-Holland ©

SELEX Sistemi Integrati wins a contract in Peru for two KRONOS radars

SELEX Sistemi Integrati, a Finmeccanica company, has been awarded a contract with the Military Navy of Peru to supply two multifunctional surveillance radars KRONOS NV to be installed on board of the "Aguirre" class frigates

(former-Lupo), once belonging to the Italian Navy. The system refers to a multifunctional radar, KRONOS NV, which can interface a Combat Management System (CMS) and a command and control system, IPN-20, developed by SELEX Sistemi Integrati.

The supply, awarded to SELEX Sistemi Integrati following an international bid attended by the main companies of the sector, is strategically important for the company and opens the way to further commercial success in the Country.

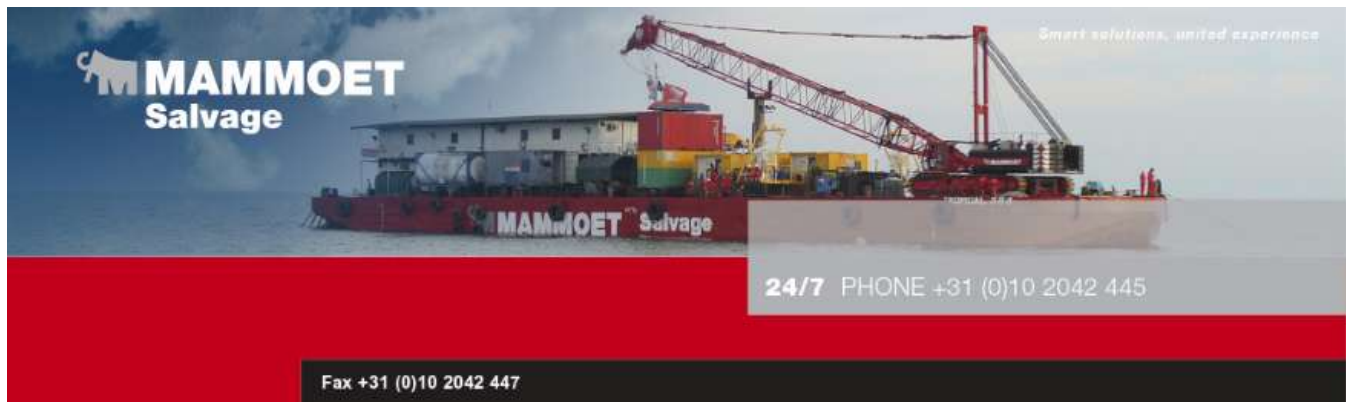
KRONOS NV is a new multifunctional, multirole, solid state, 3D radar completely designed and developed by SELEX Sistemi Integrati on the basis of the company experience made with the EMPAR systems, the naval sensors which are operational on board of the Italian and other foreign Military Navies, available both in naval and land version.

The radar supports more and more demanding operational roles thanks to its capability to step from surveillance to monitoring and identification of targets in a very short time. Its wide band high frequency agility guarantees excellent electronic counter counter measures (ECCM), while the low peak power makes it very difficult to intercept.

The naval version has been designed to be used on vessels starting from 400 tons and can be used both for blue water operations, and in more difficult scenarios such as the coastal ones (brown water),

including environments interested by strong electronic counter measures. KRONOS is fully compliant with the most modern international military standards and guarantees a high reliability with low running and maintenance costs.

Source : defpro.com



www.mammoetsalvage.com

The battle-cruiser Pyotr Veliky

Although the heavy nuclear-powered cruiser **Pyotr Veliky** (Peter the Great) has been at sea for the past six months, her voyage is just beginning. She will take part in a large-scale, high-seas exercise involving other Russian warships and Moscow's military partners, and will also call at various foreign ports. Her combat readiness is facilitated by every crew member.

Although there is not a single ship within several dozen kilometers of the **Pyotr Veliky**, few of her 800-strong crew feel lonely.

The cruiser's sailors, many of whom only recently graduated from high school, could not imagine only a few months ago that they would find themselves aboard a floating Russian fortress several thousand km from their homeland. The **Pyotr Veliky** which can effectively destroy coastal, floating and aerial targets, as well as submarines, has become their home for more than six months. Moreover, ships of this class do not sail on long-duration missions every year.

It is a great honor and responsibility for conscript sailors to serve aboard the **Pyotr Veliky**. All of them have come to realize that much depends on their actions, patience and endurance, and that the lives of the entire crew can depend on one sailor in a critical moment.

"A sailor's exploits aboard the ship imply the routine, monotonous and effective fulfilment of his everyday duties, rather than some heroic feat. Although a sailor often finds it easy to perform his work for one day, it is hard to keep up the pace day after day with maximum concentration and attention," said Captain First Class Sergei Zhuga, commander of a Russian Navy warship unit.

The nuclear-powered **Pyotr Veliky** which has unlimited endurance can spend several months on the high seas, accomplishing military tasks along the way. Consequently, the physical and mental stability of all crew members becomes a high priority.

The crew eats breakfast, lunch and dinner in two shifts, followed by evening tea and night breakfast for those standing the night watch. The ship's galleys are open round the clock, offering all kinds of soups, salads and second-course meals, the envy of any diner or cafeteria. From the commander down, the crew always eats fresh fruits and vegetables, various meat dishes, fish and chicken and drinks half a glass of dry red wine a day to remove heavy radio-nuclides from the body. Although background radiation levels are normal, this is still a nuclear-powered cruiser.

"The food is good. I like to serve aboard the ship. Although I haven't seen any other, but ... There is no brutal hazing of young recruits here. Of course, this is not civilian life but military service, and everyone realizes that the commanders' orders must be fulfilled," a sailor said. A guard-of-honor company drilling on the quarterdeck welcomes VIP visitors at foreign ports. In reality, the unit comprises off-duty mechanics, turbine-operators and other crew members. But the most important thing, namely, a foreigners' first impression of the Russian warship, depends on the men, their glimmering bayonets and white peaked caps.

"Although I was scared at first, I felt proud to represent my country when they started playing the state anthem," guard-of-honor company sailor Alexander Letuchy said after meeting a Syrian military delegation aboard. Long deck drills in all kinds of weather produced inspiring results, and the sailors did an excellent job.

The ship is also bustling with activity below deck. The engine-boiler section is a highly responsible post. Sailors standing watch here are rotated every four hours. High temperatures exceeding plus 35 degrees Celsius and noise are big challenges. A sailor on watch must monitor instrument readings and must also use special instruments to detect signs of trouble in every operating mechanism. By promptly exposing even the slightest aberration, it is possible to maintain the trouble-free and long-term operation of the nuclear-powered cruiser's numerous systems. Most young men serving aboard the **Pyotr Veliky** will probably never sail the seven seas again. In this situation, commanders must do their best to convince high-school graduates that they are responsible for themselves, their comrades and the entire ship. The sailors learn to live in a difficult physical and psychological environment.

"What's my main objective? I must turn the sailors into patriots and real men. There is still much work to do here," said Arkady Mogilevets, the cruiser's deputy commander. His career proves that determination and willpower can accomplish a lot. Mogilevets was conscripted into the Navy from a village in Belarus and he was eventually promoted to Captain First Class and deputy commander of the largest nuclear-powered cruiser in the world.

All crew members must unfailingly fulfill their duties. The results of each working day are summed up aboard the ship in the evening, with commanders praising more and more young sailors every day. **Source : RIA Novosti**

Chinese naval squad returns from successful escort duty

More than 800 officers and soldiers with Chinese People's Liberation Army Navy returned home Friday morning to a naval base in the Zhoushan Islands in eastern China after serving in Somali waters. During the 128-day tour of duty, the flotilla rescued three merchant ships from pirate attacks and escorted 661 vessels, including a 20-km-long flotilla of 31 merchant ships, reportedly the biggest ship group to have been escorted in the Gulf of Aden.

The group saw its biggest action Feb. 25, when about 100 suspicious vessels were fast approaching and reportedly "harassing" the merchant ships. Shipboard helicopters took off and launched warning shots at several small boats that were about to attack. According to a Xinhua reporter on board one helicopter, the suspicious vessels, intimidated by high explosive shells and flares, fled. Previously, the shipboard helicopters had made six emergency takeoffs and drove off five groups of suspicious vessels. The team also visited the United Arab Emirates and the Philippines at the invitation of the two nations' navies. Two frigates, along with the supply ship [Qiandaohu](#), set sail for the Gulf of Aden Oct.30, 2009 and arrived in the Gulf of Aden Nov. 12. **Source : Xinhua**

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Van Oord's stone/rockdumper **NORDNES** seen in drydock at Damen Shiprepair in Schiedam
Photo : Daniella Vermeer ©

Germany set to sell Israel submarines

New reports say Israel is planning to establish a deep-sea navy and is negotiating with Germany over the purchase warships and submarines.

According to a report published by United Press International, Germany will supply Israel with three more Dolphin class attack submarines, several warships, and possibly two MEKO A-100 corvettes. The MEKO variant sought by the Tel Aviv regime costs an estimated \$300 million. The warship, with a range of 4,635 miles, can carry one medium-size helicopter and 24 weapons systems — 16 ship-to-shore and eight anti-ship missile launchers adapted to US weapons as well as air-defense missiles and automatic cannon.

Citing an unnamed Israeli source, the UPI report said that the Israeli navy would like even more Dolphins.

"Our ideal number would be nine — enough to ensure we have the necessary assets at sea to cover all relevant threats and targets," UPI quoted the source as saying. Israel had begun the negotiations over the program in October 2007 when the Israel Chief of Staff Lt. Gen. Gabi Ashkenazi visited Berlin. The expansion program, which will transform the regime's navy into a deep-water navy, has provoked outrage among German opposition parties, including the Social Democrats, who say weapons should not be sent to "crisis zones."

However, Germany has provided special discounts on arms sales to Israel in the past. The Tel Aviv regime's 2006 order for two Dolphin class submarines was approved despite the Social Democrats' opposition to the deal.

Source : presstv.ir



The **NORMAN LEADER** seen last week fitting out in Singapore – Benoi Basin - **Photo : Piet Sinke ©**

Chinas shipbuilding industry kept steady growth in 2009

China's shipbuilding industry still kept steady growth in 2009 even if the recessed markets of international shipping and shipbuilding. Chinese accomplished shipbuilding output reached 42.43 million DWT in 2009, up 47% yr-on-yr and accounting for 34.8% in the world's total, ranking the second place. Promoted by policies like export buyer's credit, Chinese shipbuilding enterprises contracted new orders of 26 million DWT, a 61.6% share of global new vessel orders, and ranking the first place worldwide. Of the three leading hull forms, oil tanker and container ship markets were in the downturn in 2009, while the bulk cargo carrier market performed actively, and 170,000-ton bulk ship, 57,000-ton bulk ship, and second-hand bulk ship were highlighted. In addition, the bulk cargo ship was also the main force in export trade, and China's export of bulk cargo ships achieved USD8.97 billion in 2009, taking 31.6% of the total export value.

There were 11 shipbuilding enterprises each with over one million DWT of accomplished shipbuilding output in China in 2009. China State Shipbuilding Corporation (CSSC) witnessed an accomplished shipbuilding output of 170 ships in 2009 exceeding 10 million DWT for the first time and reaching 10.75 million DWT; with an increase of nearly three

million DWT yr-on-yr. CSSC ranked No.1 among Chinese shipbuilding enterprises and was in the world's top three shipbuilding groups.

Both the main business revenue and profit of shipbuilding industry maintained a fast growth rate of over 30% in such provinces and municipalities as Jiangsu, Shandong, Fujian, Anhui, Hubei and Chongqing in 2009, in particular, Jiangsu province performed most outstandingly, with an accomplished shipbuilding output of 15.46 million DWT with a yr-on-yr growth rate of 73.9%, ranking the first position in China, accounting for 36.4% in China's total, as well as 12.6% of the world's total. Although China's shipbuilding industry made remarkable achievements under the guidance of a series of policies like China's Shipbuilding Industry Adjustment and Boosting Plan in 2009, there is still not a clear sign of recovery in China's economy in 2010. Therefore, the shipbuilding enterprises should be cautious of industry risks caused by overcapacity, and external risks like order cancellations, inadequate order and difficulty in bank credit.

Source: Companiesandmarkets, OfficialWire

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Japan's Peace Boat docks at Tien Sa port for the third time

Japan's **Peace Boat** on April 23 docked at Tien Sa port in the central city of Da Nang, carrying 800 foreign tourists from Japan, Britain and the US. Shortly after arriving in Da Nang, a round-table conference on the United Nations Millennium Development Goals was held, drawing the participation of representatives of nations in the Asia-Pacific region.

The same day, visitors made an excursion to the Museum of Cham Sculpture, Ngu Hanh Son (five marble mountains) site, and scenic spots in Hoi An city and Hue city. They also offered many gifts at the city's centre for young AO/dioxin victims and disadvantaged children. This is the third time boat passengers have visited the centre and presented gifts to the children being cared there. Source : VOVNews.vn



Last week Thursday ITC handed over the **SABLE CAPE** to the new owner, as can be seen the name is removed and the new name **SALVAGE ACE** will be painted on soon - **Photo : Michel Kodde ©**

Havila Shipping ASA - First quarter accounts

Havila Shipping ASA achieved a result before tax of NOK -14.8m in Q1 2010, compared with NOK 164.4m in Q1 last year. Total income in Q1 2010 ended at NOK 222.3m, compared with NOK 215.5m in Q1 2009. Net financial items are NOK -50.7m in Q1, compared with NOK 78.3m in Q1 2009. The group had 23 vessels in operation per 31/03/2010. This includes a management agreement for three vessels that are owned by companies outside the group. Four of the vessels are operated by the joint venture company in Singapore, Posh Havila Pte Ltd. One vessel, Havila Jupiter, was delivered in Q1 2010 and is operating in the spot market.

The spot market for offshore service vessels was weak also during first quarter. Day rates have been low, and excess capacity has led to low utilisation for PSVs but specially for AHTS. Of owned vessels, the group had three PSVs and three AHTS vessel in the spot market partly during the quarter. The utilisation has been acceptable for parts of the quarter. The group achieved longer contracts for the PSVs this quarter, and it is an objective to achieve longer contracts also for AHTS vessels that now operate in the spot market. The company's financial figures and comparative figures are prepared in accordance with IFRS regulations. **Source: Havila Shipping**



The **GLOBAL STANDARD** seen in Dunedin – **Photo : Ross Walker (c)**

BV optimistic as classed fleet tops 9,000 ships



Left :

The LNG **RV Express**, 150,900m³, built by DSME for Exmar/Excelerate Energy

International classification society Bureau Veritas (BV) says its classed fleet has surpassed 9,000 vessels, totalling over 70 million gt.

Launching the 2009-2010 Marine Business Review, Bernard Anne, managing director of the BV marine division said, "We ended 2009 with a fleet of 8,934 ships and since then have continued our strong growth, now passing 9,000 vessels and over 70 million gt. That very large number of vessels emphasises our wide-ranging strengths, and our diversity of expertise. That helps us and the owners who use our class in these challenging times to be pragmatically optimistic."

"Challenging times are the best times for pragmatic optimists. We are pragmatic because we have been leaders in shipping for a very long time, and we know how cyclical markets work, and we were ready for this. We are pragmatic because we have a very diversified fleet and expertise base, and because we are present in every sector of shipping and offshore energy and every part of the world, ready to harvest and sustain new ideas, while supporting the best of the old. And we are optimistic because when the market is shaken up it opens the way for new ideas, new technology, and new ways of doing old things. If you can build on deep and diverse experience like ours then you can help others to innovate and adapt their strategies quickly to whatever challenges and opportunities the market turmoil throws up. Yes, we are all in for a tough time, but there are a lot of reasons to be optimistic for the future."

Anne says BV's marine business review highlights the work of BV's marine division across the whole range of shipping and offshore industries which BV serves. "We ended the year with a strong orderbook of over 31 million gt of newbuildings," he says. "And BV has continued to grow strongly as a group, doubling in size in each of the last five-year periods. We are on track to double in size again in the next five years. That steady growth has been built on stretching for opportunities, but making sure we are standing on a safe platform as we reach out. And it has been built on helping strong and like-minded partners to grow. 2010 may throw up some tough markets, but we will be there to share our optimism based on strength and diversity." **Source : The Motorship**



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The **DOLE AMERICA** seen enroute Antwerp – Photo : Alain Doods – www.tugspotters.com ©

Major barge docks at Yarmouth Outer Harbour

The arrival of one of the biggest vessels so far to grace Great Yarmouth's £50m outer harbour was hailed as a visible sign of the port's growing importance in the burgeoning offshore wind energy market. Gorleston-based firm Seajacks, which has rapidly grown over its two-year history, has agreed to make the harbour home port for its two self-propelled jack-up vessels that have been purpose-built for installing wind turbines.

The first to enter the harbour on a brief visit was the vessel *Kraken*, which has recently been contracted to perform gas field service work. It will shortly be leaving again to start a 15-month contract for DONG Energy to install turbines at the Walney offshore windfarm in the Irish Sea. Meanwhile, sister vessel *Leviathan* is on a 15-month contract with Fluor to provide installation services at Greater Gabbard, one of the world's largest windfarms, under construction off the Suffolk coast. Eddie Freeman, chief executive of EastPort UK, said: "A string of vessels have appeared in the harbour but this is the first jack-up vessel we have had." Describing Seajacks as a major player in offshore renewables and a beacon for the regional thrust into the field, he said it underlined the importance of having developed a deep-water harbour to protect Yarmouth's position in the industry. He said: "We have already had cable-laying vessels in port and we expect a lot more windfarm-related work in the future." Mr Freeman described it as very supportive of Seajacks to have marked out Yarmouth as its home port and underlined the firm's potential to expand under its new owner, Riverstone Holdings, an energy and power-focused private equity firm.

The transaction was financed out of Riverstone's \$3.4bn renewable and alternative energy fund - the world's largest renewable energy fund. Riverstone plans to grow Seajacks into a leading European offshore wind service business and its initial focus will be on expanding the fleet of vessels. Blair Ainslie, managing-director of Seajacks, said: "We are pleased to see *Kraken* coming into the outer harbour. It shows Seajacks is committed to Yarmouth and the surrounding area. "We believe Yarmouth is perfectly placed to take advantage of the opportunities which are availing themselves as a result of the Crown Estate's announcement of round three windfarm developments." He said Seajacks had plans to build a new office and warehouse in South Denes, close to the outer harbour. **Source : The Advertiser24**



The **WESERTOR** seen passing Spijkenisse – Photo : Lia Mets (c)

CAPT. JOOP TERLIER RETIRED



Capt Joop Terlier which served **Multraship** in Terneuzen for 20 years reached the age of 64 years, time to retire, this was celebrated last Sunday afternoon, during which **Joop** a present received from **Kees** and **Leendert Muller** on behalf of the **Multraship** Management when he left the tug for the last time with his bag as can be seen at the photo top left

On behalf of all the readers of the newscippings worldwide I like to wish Joop many more years ahead and enjoy the life, as we always say it is always too short !!

Photo's : Adri van de Wege ©



The **PACIFIC EURUS** seen berthing in Bintulu (East Malaysia) – Photo : Guido Fliek (c)

BC Ferries introduces biodiesel to its fleet



BC Ferries in Canada is now using 5 percent blend of B5 biodiesel to fuel its vessels, making the company one of the largest consumers of biodiesel in British Columbia.

The ferry company is now burning a B5 fuel blend in all service areas where the product is available. 31 out of 36 ships are using the cleaner-burning fuel. BC Ferries worked with its fuel supplier, Chevron, for over a year before implementing the new product in order to ensure that the safety and reliability of the vessels would not be compromised.

The **Queen of Alberni**, which operates on the Tsawwassen - Duke Point route, was the first vessel to trial B5 biodiesel in September 2009. "BC Ferries is a leader in the use of ultra low sulphur fuel to reduce emissions," said Mark Collins, BC Ferries' vice president of engineering and terminal

construction. "Adopting biofuel helps us further reduce our fleet emissions."

B5 fuel blend is a mix of 5% canola-based biodiesel with 95% low sulphur petroleum diesel. Biodiesel burns cleaner with significantly less unburned hydrocarbons, carbon monoxide and particulate matter in emissions **Source : The Motorship**

TS Lines Expand Intra-Asia Network

Hong Kong-based T.S. Lines, which operates 33 intra-Asian services, said Friday it is expanding its regional network this year with a number of new services, enlarging its reefer fleet and looking at starting a Taiwanese line to fly the flag of Taiwan on part of its fleet.

It is launching a new China-Australia Express "CAX" Service, with five 2,700-TEU containerships that have a 21-knot speed. The carrier did not provide a start date for the service, which will link Shanghai to Sydney in 14 days and Shekou to Sydney in 10 days. It will have the following rotation: Ningbo, Shanghai, Hong Kong, Shekou, Sydney, Melbourne, Brisbane and back to Ningbo.

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The carrier said it will launch a new feeder service, called "THK-2", with one 1,100-TEU ship with a speed of 18 knots on the following rotation: Hong Kong, Keelung, Taichung, Kaohsiung and back to Hong Kong. It did not provide a start date.

It launched the Japan-Singapore-Taiwan service on Feb. 25 with the following rotation: Taiwan, Kanto, Singapore/Malaysia, Hong Kong and back to Taiwan. T.S. Lines also said it acquired a feeder service called HKH on March 21 with the following rotation: Tianjin, Dalian, Qingdao, Hong Kong and back to Tianjin.

It is upgrading vessel capacity on its existing JTK and JTK-2 services, which link Japan, Taiwan and Hong Kong, to 2,700 TEUs and 2,000 TEUs, respectively. It is also extending the JTK-2 service to Indonesia at the beginning of May.

It said it will replace the refrigerated containers on its all-reefer fleet with brand new units in during the year and is acquiring two new sizes of high-cube reefers.

In anticipation of growing demand, the company leased 33,000 new containers to replace older containers. T. S. Lines, which carried a volume of 1.17 million TEUs in 2009, saw its volume jump by 25 percent in the first quarter of this year over the same period last year. It said it expects a volume of 1.5 million TEUs this year.

T. S. Lines said it is studying the possibility of establishing a Taiwanese flag shipping company and to fly Taiwanese flag for part of its fleet. T. S. Lines said its fleet consists of 31 vessels ranging in capacity from 1,000 TEUs to 3,500 TEUs with total capacity of 63,000 TEUs. It is ranked as the 24th-largest container line by Alphaliner.

Source: Journal of Commerce



Above seen on 23.4.10 at 11.39, " **Marida Marigold** passing the Beamer Light outbound for the K anchorage"
Photo : Iain Forsyth ©

OLDIE – FROM THE SHOEBOX



Taken about 1990 in Melbourne the **City of Burnie**, 1982/ IMO 8009038, left still going as **Al Dhafrah** and the **Seaway Melbourne**, 1975/ IMO 7502942, still going as **Aegean Star** in Greece.

Photo : Andrew Mackinnon ©

.... PHOTO OF THE DAY



The 2009 Damen Yichang built **JAN VAN GENT** seen in Rotterdam-Waalhaven

Photo : Jeroen Leenderts ©

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