

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 144



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The 2008 commissioned RSS Steadfast (70) of the Singapore Navy seen last Saturday during the Navy Days held at the Changi Naval Base in Singapore
Photo : Piet Sinke ©

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CSA Conference in Curaçao: Perspectives for troubled shipping industry

By Els Kroon



From May 17 through May 19 the ninth annual **Caribbean Shipping Executives Conference** took place in Curaçao. **Organizer CSA (Caribbean Shipping Association)** and the local port companies CPA and CPS hosted 200 maritime experts from the Caribbean islands, Latin America and the USA.

The main theme was abbreviated to easy to mention RIMS (Regional Integrated Maritime Strategy) and for all sectors the question was set: RIMS: if not today.... When?

After the opening ceremony and the singing of the National Anthem by schoolchildren from all corners of the Caribbean, lectures were given about global economic outlook and trade outlook in the recently afflicted industry. Rupert Connor from Fort Lauderdale discussed the opportunities in the luxury yacht business, Linval Baily from Jamaica cited security challenges and FedEx Troy Maxey from Miami told his story about

integrated air cargo. The presentation of the US Customs and Border protection representative Loretta Gamble elicited emotional reactions from the island officials and moderator David Harding had to smooth ruffled feathers afterwards.

During the following port tour for which delegates and spouses boarded **Manta** and **Ocoa**, two seagoing tug boats, all minds were united again, enjoying the views on Curaçao's famous Handelskade and even more on shipping action at the CPA and KTK port offices, CPS' container quay and the hustle and bustle at the Curaçao Dry Dock.

On the last day solutions for RIMS implementation in the perspective of cruise tourism, shore excursions, ocean carrier, feeder and ports and luxury yachts were concluded and discussed in concurrent sessions. Besides learning from lectures the conference was above all experienced as an excellent networking opportunity, even at the lively pirate party at the centuries-old Fort Nassau, now a restaurant and the central spot for all harbor movements.



President Obama creates Deepwater Horizon spill commission

President Barack Obama signed an executive order establishing the bipartisan National Commission on the BP Deepwater Horizon Oil Spill and Offshore Drilling. Former two-term Florida Governor and former Senator Bob Graham and former Administrator of the Environmental Protection Agency William K. Reilly serving as co-chairs.

The bipartisan National Commission on the BP Deepwater Horizon Oil Spill and Offshore Drilling is tasked with providing recommendations on how we can prevent - and mitigate the impact of - any future spills that result from offshore drilling. In his weekly address President Obama said that the commission "will be focused on the necessary environmental and safety precautions we must build into our regulatory framework in order to ensure an accident like this never happens again, taking into account the other investigations concerning the causes of the spill."

The commission will have bipartisan co-chairs with a total membership of seven people. Membership will include broad and diverse representation of individuals with relevant expertise. No sitting government employees or elected officials will sit on the commission.

The Commission's work will be transparent and subject to the Federal Advisory Committee Act. The Commission will issue a report within six months of having been convened. President Obama named the following individuals as Co-Chairs of National Commission on the BP **Deepwater Horizon** Oil Spill and Offshore Drilling:

Senator Bob Graham is the former two - term governor of Florida and served for 18 years in the United States Senate. Senator Graham is recognized for his leadership on issues ranging from healthcare and environmental preservation to his ten years of service on the Senate Select Committee on Intelligence -- including eighteen months as chairman in 2001 - 2002. After retiring from public life in January 2005, Senator Graham served for a year as a senior fellow at the Harvard Kennedy School of Government. From May 2008 to February 2010, he served as Chairman of the Commission

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on the Prevention of Weapons of Mass Destruction Proliferation and Terrorism whose mandate was to build on the work of the 9/11 Commission. Senator Graham was also appointed to serve as a Commissioner on the Financial Crisis Inquiry Commission, established by Congress to examine the global and domestic causes of the recent financial crisis. The Commission will provide its findings and conclusions in a final report due to Congress on December 15, 2010. He also serves as a member of the CIA External Advisory Board and the chair of the Board of Overseers of the Graham Center for Public Service at the University of Florida. Senator Graham has been recognized by national and Florida organizations for his public service including The Woodrow Wilson Institute award for Public Service, The National Park Trust Public Service award and The Everglades Coalition Hall of Fame. Senator Graham earned a B.A. in Political Science from the University of Florida and an LLB from Harvard Law School. He is the recipient of an honorary doctorate of public service from his alma mater, the University of Florida, and honorary doctorates from Pomona College and Nova Southeastern University.

William K. Reilly is a Founding Partner of Aqua International Partners, LP, a private equity fund dedicated to investing in companies engaged in water and renewable energy, and a Senior Advisor to TPG Capital, LP, an international investment partnership. Mr. Reilly served as the first Payne Visiting Professor at Stanford University (1993-1994), Administrator of the U.S. Environmental Protection Agency (1989-1993), president of the World Wildlife Fund (1985-1989), president of The Conservation Foundation (1973-1989), and director of the Rockefeller Task Force on Land Use and Urban Growth from (1972-1973). He also served as the head of the U.S. delegation to the United Nations Earth Summit at Rio in 1992. Mr. Reilly is Chairman Emeritus of the Board of the World Wildlife Fund, Co-Chair of the National Commission on Energy Policy, Chairman of the Board of the ClimateWorks Foundation, Chairman of the Advisory Board for the Nicholas Institute for Environmental Policy Solutions at Duke University, and a Director of the Packard Foundation and the National Geographic Society and a member of Gov. Schwarzenegger's Delta Vision Blue Ribbon Task Force. He also serves on the Board of Directors of DuPont, ConocoPhillips, Royal Caribbean International and Energy Future Holdings, for which he serves as Chairman of the Sustainable Energy Advisory Board. In 2007 Mr. Reilly was elected to the American Academy of Arts and Sciences. He holds a B.A. degree from Yale, J.D. from Harvard and M.S. in Urban Planning from Columbia University. **Source : MarineLog**



The De Haas shipyard built **RWS 73**

Photo : Ruud Zegwaard - <http://tugfoto.blogspot.com/> - <http://merchantshipsphoto.blogspot.com/> (c)



Ramsgate lifeboat has hectic week

THE summer has started with a bang for the volunteers of the Ramsgate lifeboat – who have been sent to see six times in as many days. In one of the busiest weeks the station has ever seen, the RNLI lifeboat was helped stranded wind farm builders, pleasure boats and fishermen, as well as taking part in a search for illegal immigrants. Station spokesman John Ray said: "It's amazing, I've never known anything like it. It's been a real cross section of stuff, and with the Dunkirk Dynamo Day coming up, it doesn't look like easing up. The coxswain is beginning to look a bit tired."

The hectic week kicked off when vessel **Lof Pow Lof** got a net caught in its propeller shortly before midnight last Thursday (May 13). Another yacht, **Nania**, needed help on Saturday (May 15) and another, the small boat Fleche d'Or, got in trouble on Sunday (May 16). The tiring volunteers then had a day of rest on Monday, before they were sent to rescue the wind farm guardship **Topline** in the early hours of Tuesday (May 18). Barely had they put their pagers away, than the men were sent to sea again the following afternoon to help the ironically-named **Easy on the Water**, which was towed to safety from Stone Bay, Broadstairs. The crew were then roused from their beds early the follow day, this time to help the police in an unsuccessful search for a raft of immigrants reported off the Western Undercliff at 4.30am. **Source : ThisisKent**



The **JUMBO CHALLENGER** seen passing the English Channel – Photo : Crew Shoreway ©

Greece's crisis stills once-bustling ancient port

The giant container cranes lie still in the haze of a warm spring afternoon in the port of Piraeus near Athens – a vital commercial hub for the economy since the days of ancient Greece. Business for the local dockworkers is badly down these days as a result of the deep economic crisis that Greece has been plunged into due to spiraling debts and the harsh austerity measures it has been forced to adopt. "The freight has reduced dramatically," said Giorgios Ganos, a soft-spoken 37-year-old worker, looking out over the sprawling commercial port laid out along the Saronic Gulf from which ancient Athens once launched its warships. "If before we were working every day, now it can be 15 or 20 days without a job," he said. When there were no ships to load, workers had to survive on a daily minimum wage, he added – and that even that minimum had been cut.

Greek imports have fallen sharply because of a prolonged recession. The Piraeus Port Authority, the state-controlled company that operates the commercial port, slumped to a loss of 33.6 million euros (\$42.3 million) last year from a profit of 5.6 million euros in 2008. Ironically, however, Greek shipowners are doing well due to a recovery in international trade. They may even benefit from Greece's crisis because of lower salaries during the current downturn, observers said. Ship orders are up and some major Greek shipowners have reported healthy profits in the first quarter – largely due to rising demand for raw materials in China and India. "Luckily for us Greek shipping is not a domestic business, it's an international business," Michael Bodouroglou, chief executive officer of New York Stock Exchange-listed Paragon Shipping, told AFP.

"Virtually all our counterparts are based abroad, our revenue stream relies 100 percent on counterparts that are international companies ... our financing activities are also based on banks that are non-Greek banks," he said. "This may sound a little bit tragic ... but the sector is actually benefitting as far as competitiveness is concerned when there is pressure on salaries," said Bodouroglou, who is based in the port of Voula near Athens. Paragon Shipping, which is registered in the Marshall Islands in the Pacific Ocean, has reported profits throughout the economic crisis. Earlier this month it ordered eight more ships to add to its fleet of 11 vessels. Theodoros Vanos, project manager for Posidonia, one of the world's biggest shipping conferences, due to be held in Athens next month with a record number of visitors said some parts of the second had been "hit" by the crisis. But Vanos said that Greek shipping – the second biggest chunk of the economy after tourism – was doing well despite difficulties in financing because "the international shipping market is rebounding." Critics say shipowners could do more to boost the economy. Under a long-established tradition, shipowners do not pay corporate tax – a concession left intact in the government's recent austerity drive.

"They are based in Greece but none of what they do is related to Greece," said Dimitri Sofianopoulos, director for Greece at Norton Rose, a law firm. "If you start taxing the Greek shipowners, they will go somewhere else," like Singapore or Dubai where they would pay little or no tax, he said. The industry argues it is doing its part to help the economy. "Shipping can help soften the impact of the austerity measures" through investment in the Greek economy and the creation of jobs, Vanos said. But there is little sign of that windfall trickling down to the graffiti-strewn streets of Piraeus – a town of some 200,000 people. The daily minimum wage for dockworkers has been cut to 42 euros (\$53) from 47 euros and – like all Greeks – they have lost the thrice-yearly bonus payments that many relied on to supplement their incomes. On top of that, Gogos said, unionized dockworkers are being moved to a smaller terminal next month after a Chinese state-owned company, Cosco, won a 35-year concession from the government to manage two terminals at Piraeus. "We lost a lot of our income" as a result of the debt crisis, said Gogos, who has taken part in all the major protests in Athens in recent weeks. He added: "We don't have an alternative. The only alternative is to try to fight through strikes." **Source: AFP**

French Navy in Somali gunfight

Gunfire erupted at a Somali port on Thursday as a French warship was preparing to escort a general cargoship and a ro-ro. The naval vessel **Nivose** was forced to deploy its machine guns after coming under small fire off the commercial capital of Mogadishu, counter-piracy force EU NAVFOR wrote in a statement. The warship had just arrived to pick up two Sierra Leone-flagged ships due to be escorted back to Kenya when it came under attack. Neither the 1,800-dwt **Alpha Kirawira** (built 2009) nor the 344-lane-metre **Petra 1** (built 1979) were damaged in the early morning assault.

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"When **Nivose** was one nautical mile outside of Mogadishu and protecting the port, the crew realised that they were shot at from the shore outside the port," Friday's statement read. "Impacts from small arms were observed in the water just 10 meters from the starboard side of the ship. Immediately the commanding officer ordered a response with a heavy machine gun from **Nivose**."

"After firing warning shots in the direction the fire was estimated to have come from, the assault ended. A detailed investigation of the hull later confirmed that the ship was untouched. None of the two merchant vessels were targets of the Somalia shootings."

The warship is currently underway to Mombasa with the two merchant vessels, both of which are operated by Lake Logistics of Tanzania.

This is not the first time the **Nivose** has been assaulted in the region. In May last year 11 pirates in two skiffs were detained after approaching the vessel 1,000 kilometres east of Mombasa. The suspects did not fire on the Nivose, but the military confiscated AK-47 assault rifles and rocket propelled grenades. (To view a video of that attack on the Nivose click on the screen to the right of this article.)

In March this year the warship again detained 11 pirates after coming to the aid of merchant vessels under attack in the Indian Ocean. One of the ships attacked was a hydrographic vessel which has a French military vessel protection detachment onboard. **Source : Tradewinds**



The **SUDAKSHA** seen moored in the port of Cape Town – **Photo : Aad Noorland ©**



Somali suspects in court bid to avoid extradition to Germany

Proceedings opened Friday before an Amsterdam court in which 10 suspected Somali pirates were fighting to avoid extradition to Hamburg to face trial for seizing a German container ship. Hamburg prosecutors are seeking the pirates on charges of attempted kidnapping for extortion and attacking merchant shipping. A guilty verdict could bring a maximum prison term of 15 years. As proceedings got started, the lawyer opened with an argument that the container vessel "**Taipan**" was sailing under the Bahamas flag and not the German flag when it was seized. Lawyer Michiel Balemans said it had not been proven that the **Taipan**, which was capered some 500 nautical miles off Somalia's coast in early April, was actually under a German flag. The lawyer also criticised the Hamburg prosecution office's extradition suit by referring to the 10 Somalis as pirates and not as suspects. "Their guilt has so far not been proven," Balemans said. In Hamburg, Roland Hoeger, the general director of the shipping company Komrowski told the German Press Agency dpa that the vessel was in fact sailing under the German flag. The **Taipan** was freed in a Dutch Navy operation on April 5, with the 10 Somalis then taken back to The Netherlands with the aim of turning them over to the German justice authorities for prosecution. In one early court development Friday, one of the pirate suspects was separated from the other nine in order to face separate proceedings because of his age. The suspect, identified as Abdelkadar Ahmed Warsami, had claimed to be 13 years old, while a court-appointed expert said his age was "probably 16." As such, the suspect was to be tried under Dutch juvenile law. **Source: DPA**



The **OFFSHORE DISCOVERY** seen moored in Kemamam – **Photo : Capt Jelle de Vries ©**

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Trip to repair place of the symbol of Klaipeda city port -sailboat **Meridianas**, The vessel was pulled by crowds of people to the Klaipeda Ship Repair Dock on Saturday. On both the rope was attached to the vessel on both banks of the Dane river people has helped keep the ship direction. Among the ship's pullers was Mayor of Klaipeda Rimantas Taraskevicius.

Photo : Sergej Kulagin ©

N.Korea says S.Korea faked evidence on warship

North Korea Friday repeated denials that it torpedoed a South Korean warship, saying Seoul's allegations brought the two nations close to war, amid international outrage at the attack. It was Pyongyang's second denial in two days, after a South Korean-led investigation concluded Thursday that a North Korean submarine had torpedoed the corvette near the disputed border on March 26 with the loss of 46 lives.

South Korean President Lee Myung-Bak called an emergency meeting of his National Security Council Friday to discuss ways to punish the North. Seoul's close ally the United States warned the North of consequences as Western nations and Japan condemned the attack.

But China, whose backing would be crucial in any attempt to impose new United Nations sanctions, has merely called for restraint by all parties. The multinational investigation team said Thursday in a report it had overwhelming evidence that a North Korean torpedo split the Cheonan in two.

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Members said torpedo sections salvaged from the seabed matched those used by the North, and displayed them at a nationally televised press conference. In an unusually swift response, the North said Thursday the report was based on "sheer fabrication" and threatened "all-out war" in response to any attempt to punish it.

On Friday the communist state's official Committee for the Peaceful Reunification of Korea reiterated claims the South had fabricated the evidence. "It just produced fragments and pieces of aluminium whose origin remains unknown as 'evidence', becoming the target of derision," a committee spokesman said in a statement on official media.

The Seoul government, the statement said, was seeking a boost in nationwide local elections on June 2, and looking for a pretext to go to war with the North "together with outside forces". "The puppet group (Seoul government) has created such grave situation on the Korean peninsula that a war may break out right now," it said, using a warning it commonly delivers.

The North said it sees the current situation "as the phase of a war". It threatened to respond to any retaliation with a "total freeze" of inter-Korean relations, abrogation of a non-aggression pact and a halt to cooperation between the two countries. US lawmakers united behind Seoul after the publication of the investigation report, with some urging new sanctions on Pyongyang.

President Lee has promised "resolute countermeasures" but given no details. His spokesman said the National Security Council, meeting for the first time in almost a year, would discuss the overall security situation and ways to respond to the torpedo attack. "This was a serious provocation. There will definitely be consequences," US State Department spokesman Philip Crowley said Thursday without specifying countermeasures.

In a sign the United States was not expecting tensions abruptly to escalate, the head of the US military, Admiral Mike Mullen, said US troops had not been put on a state of alert. The United States stations 28,500 troops in the South.

Secretary of State Hillary Clinton was en route to Japan, China and South Korea for talks on a previously scheduled visit. Defense Secretary Robert Gates said the Pentagon was also in "close consultation" with South Korea.

The United States has already hinted at one consequence -- no quick resumption of six-nation talks on North Korea's nuclear disarmament. Japan, one of the six-party members, made similar remarks. **Source : citizen.co.za**

NAVY NEWS



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Naval forces get ready to operate N-submarine

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The Indian navy is firing on all cylinders to get a headstart on operating nuclear submarines, the most complex machines to be ever built. Indian submariners will get a chance to get into the belly of **HMS Talent** when the British nuclear submarine pulls into Indian waters off the western coast in June.

A senior navy officer said, "The British hunter-killer submarine is armed with the world's most advanced sonar gear and weaponry. Our crews are looking forward to getting hands-on experience in operating nuclear submarines" The 280-foot long Talent carries a crew of 122.

The navy hopes to induct its first indigenously-built nuclear submarine, **INS Arihant**, by the end of 2011. Arihant will complete the sea-leg of India's nuclear triad and give it enduring nuclear strike and counter-strike capabilities. India can carry out nuclear strikes with fighter planes and land-launched missiles.

The navy is also on the verge of commissioning the **K152 Nerpa** Akula-II nuclear submarine being leased from Russia for 10 years. The US, Russia, the UK, France and China are the only countries that can deliver nuclear warheads from a submarine.

The officer said, "We'd like to gain as much experience as we can in operating these complex machines. Working alongside other navies helps." **Source : hindustantimes.com**



The 2000 built **RSS Resolution (208)**, is one of the 4 **Endurance class** amphibious transport docks of the Singapore Navy are the largest ships in the RSN. They were designed and built locally by **ST Marine** to replace the old County class tank landing ships (LST). Each ship is fitted with a well dock which can accommodate four landing crafts, as well as a flight deck which can accommodate two medium lift helicopters. While the RSN describes the **Endurance class** as LSTs, they lack the beaching capability traditionally associated with LSTs and their well docks and flight decks qualifies the Endurance class more as amphibious transport docks. The four ships form the 191 Squadron of the RSN.

Photo : Piet Sinke ©

Coast Guard awaits State nod to set up port for hovercraft

The Indian Coast Guard is awaiting the State government's consent to establish a port for its hovercraft fleet in Chennai.

At present the hovercraft operate in shallow waters off the south Tamil Nadu coast. To induct a surprise element and keep poachers and smugglers at bay, the Coast Guard wants to establish multiple landing and maintenance facilities for the hovercraft.

It has asked the government for land close to the sea and next to the Coast Guard's Eastern Region Headquarters, said A. Rajasekhar, eastern region chief.

Inspector General Rajasekhar said this would also help in better deployment of the resources of the eastern region. Hoping for an early response from government, he said it had always been responsive to the needs of the Coast Guard. Talking to TheHindu on board the offshore patrol vessel ICGS Vishwast, newly inducted into the eastern fleet, IG Rajasekhar said that the Coast Guard was exploring the possibility of leasing twin-engine helicopters for its duties.



Presently, it had a fleet of three twin-engine Advanced Light Helicopters, manufactured by the Hindustan Aeronautics Limited. The twin engine helicopters were vital for search-and-rescue missions at sea since they had a longer range than the single-engine Chetaks, the mainstay of search-and-rescue operations. Once monsoon sets in, the Coast Guard gets about five to six distress-at-sea calls from fishermen and vessels each day.

The Coast Guard ship 'Vishwast,' an offshore patrol vessel,

The availability of a longer range twin-engine helicopter could ensure that more lives are saved. IG Rajasekhar said that the Coast Guard was looking abroad for leasing

out the helicopters. Earlier, **ICGS Vishwast**, commanded by DIG S. Parmesh and escorted by fast patrol boat **ICGS Jijabai**, docked alongside **ICGS Sagar** even as the incessant downpour persisted with cyclone Laila inching closer towards landfall. "Things have to go on and as per schedule, rain or shine," said eastern region Chief of Staff R.M. Sharma.

It is eight years since a ship was inducted into the eastern region. "Sarang [an advanced offshore patrol vessel] came to us from the west then," recalled Cmdre (retd.) R.S. Vasan, the then eastern region commander, even as he watched 'Vishwast' dock from onboard the Sagar. **Source : The Hindu**

NS Mayport Remembers USS Stark

Dozens of people crowded into the rainy-day venue at Ocean Breeze Conference Center on May 17 to remember 37 Mayport Sailors killed exactly 23 years ago. The annual ceremony marks the death of the crewmembers of **USS Stark**, homeported at Naval Station Mayport, after the ship was struck without warning by two Iraqi missiles while on patrol in the Persian Gulf. One missile exploded, causing immediate fires and tremendous damage in the forward part of the ship. Fuel from the second missile intensified the fires, and the crew fought the inferno through the night and the next day. Aided by equipment and fire fighting teams from other Navy ships, the crew succeeded in saving the ship.

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Restored and returned to service in 1988, **USS Stark (FFG 31)** since won two Battle 'E' awards as best ship in the squadron. After the ship was decommissioned in 1999, the Naval Order of the United States and Naval Station Mayport partnered to preserve the observance of this tragic incident that wrought so much misery for the crewmembers and their families.



Photo : Coll. Piet Sinke

Guest speaker for the memorial was Capt. John B. Mitchell, commanding officer of Naval Station Mayport during the 1987 attack. Mitchell thanked the attendees for keeping the memories of the fallen Sailors alive at Mayport and in the Navy.

"Twenty-three years is a long time," he said. "When you think in terms of what has occurred, it puts that time in focus. Every child of the 37 fallen heroes ... have now reached adulthood. Changes can be measured in many ways, but evolution of children into adulthood is one of the most pleasant yardsticks." Mitchell reminded the crowd of then-President Ronald Reagan's visit to Mayport immediately following the attacks. During his speech to the grief-stricken base, Reagan "spoke of honor. They were ordinary men who did extraordinary things. Yes, they were heroes."

He also talked about how the Sailors embodied the Navy's Core Values of Honor, Courage and Commitment even before they were adopted in 1992. "For the men of **Stark**, those core values were in place and demonstrated in full," he said.

Also to speak at the event was Navy Reserve Capt. David Brangaccio, who was just a lieutenant junior grade officer serving aboard **Stark** during the attack. Brangaccio also talked about remembering the fallen during the memorial, talking about two of his shipmates in particular. "At first, I did not quite know what I was going to say," he began. "I didn't know if my words would honor and pay tribute to these people. We are here to remember, reflect and rejoice."

"As I reviewed the names of the fallen, two names stood out to me. Each one of the 37 men had, no doubt, influenced a shipmate during their time aboard **USS Stark**. These men, did me." Brangaccio recounted a story about 23-year-old

Petty Officer Chris DeAngelis, who stood the midwatch with him for several weeks. As a young officer, Brangaccio said he "probably immaturely voiced my disgruntlement" at having to stand the uneventful watch hour.

"Finally, DeAngelis had enough of me," Brangaccio told the attendees. "He told me to stop whining. That one day I would get qualified, but he'd still be standing there. And that was fine because as long as he was there, he was going to do his best." Later, when Brangaccio did move off of the watch, he said knowing that was DeAngelis was there - and could rely on him to do a good job - built a confidence to rely on his staff later in life.

"The trust and respect I have for my staff [now] grew directly out of my knowing him," he said. The other Sailor to hold great influence in his life was Senior Chief Vernon Foster. Brangaccio credited Foster with his success in the Naval Reserves, in which he serves as a captain. "None of that could be possible without Vernon Foster," he said.

The ceremony concluded with the tolling of the bell by John Kiser, son of the late Senior Chief Stephen Kiser and the reading of the 37 names, followed by a wreath laying and 21-gun salute. Restored and returned to service in 1988, **USS Stark (FFG 31)** since won two Battle 'E' awards as best ship in the squadron. After the ship was decommissioned in 1999, the Naval Order of the United States and Naval Station Mayport partnered to preserve the observance of this tragic incident that wrought so much misery for the crewmembers and their families. **Source :** **Mayportmirror**



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Australian sailors injured in testing exercise off West Australian coast

THREE Australian sailors were injured when a surfaced submarine rolled to one side in rough seas off Western Australia, a Royal Australian Navy spokesman said. **HMAS Collins** was conducting tests during a routine exercise in the Indian Ocean when it struck a heavy swell and rocked suddenly, the spokesman said.

"It caught some people on board by surprise and we had three people slightly injured," he added. "One suffered cuts to the head, one has injuries to their arm and the other to their ribs." The Collins Class submarine returned to naval base HMAS Stirling, near Fremantle, and the sailors were treated at a defence medical centre.

"The weather was pretty poor, it was just one of those freak accidents, and fortunately everyone is ok now," he said.

"Submarines are better underneath the waves than they are on top, so it's an issue that faces all modern submarines when they are up on the surface." The vessel was not damaged and is expected to soon return to sea. **Source :**
Garry Luxton

SHIPYARD NEWS

Havyard signs PSV contract

Havyard Group in Norway has signed a contract with the Faroe Island based company Supply Service for building of one Havyard 833 platform supply vessel (PSV) plus one option. The first vessel is to be delivered March 2012 and the optional vessel June 2012. The vessels are to be built at the Havyard Group's shipyard Havyard Leirvik AS in Norway and will cost approximately Nkr350 million (\$54 million) per vessel. The owner, Supply Service has its roots in fishery and entered the offshore market by ordering the first Havyard 832 PSV design, Eldborg, which was delivered in 2009. In a short period Supply Service has, with this vessel, proven their qualities in the market and received good feedback from oil companies and charterers utilizing their services. Today there are six vessels of this design delivered and operating and there is a further three units under construction at different shipyards in Norway. Supply Service is now utilizing their experience with the Havyard 832 design as valuable input to Havyard Design in the process of developing the Havyard 833.

The focus while designing the new 86m Havyard 833 was operating economy, large and flexible capacity to carry many types of cargo, high comfort for the crew and to minimize pollution of sea and air (Clean Design, optimized hull lines, diesel-electric propulsion, catalysts, etc.). The new 4,700 dwt design is well equipped for offering services to many of the operations required by the offshore oil industry. In addition to good cargo capacity, the vessel will be equipped for oil recovery (NOFO 2009), stand-by / rescue services and fire fighting.



Havyard Design will deliver basic design and calculations and Havyard Steelcad will deliver detail engineering and workshop drawings. Havyard Elektro will deliver electrical installations and electric systems while Havyard Powertec will deliver electrical engineering and Havyard IAS integrated automation system. Havyard Ship Services will follow up building of the steel hull in Turkey and service the vessel in the warranty period using Havyard Life Cycle Portal.

Source : The Motorship



The sistership of the Pride drillship **DEEP OCEAN ASCENSION** (newsclippings 142) is named **DEEP OCEAN CLARON** and seen above fitting out at Samsung Heavy Industries
Photo : Cees de Jong ©

A 'revolutionary' time for Brazilian yards

It has at times been a tortuous process but this month will witness in Brazil the launch of the first tanker for 23 years, and there are tons more on the way, writes Rob Ward from Rio de Janeiro. The launch of the first (of 10) suezmax tankers built at the Estaleiro Atlantico Sul shipyard for Transpetro - marks the completion of the first round of a revolution in the shipbuilding industry in Brazil, and it highlights just how far the South American country has come. Sergio Machado, the president of Transpetro, told us: "We most certainly feel vindicated and we do now have a Virtual Reality. I never had a problem with the Virtual yards. If we tried to stop the emergence of new companies the world of commerce would stop spinning. New actors must emerge to take on the challenges of the future." He was referring to the accusations made by Wagner Viter, the secretary of state for energy and shipyards for the state of Rio de Janeiro, who, jealous that money for yards and ships was going outside of Rio for almost the first time in Brazilian history, attacked Machado with the tirade: "It will be an absolute joke if EAS wins the bid as it has no yard, no welders, no cranes and no ship designers. It is a virtual yard and they haven't built a fishing boat." But it is Machado who is laughing now and with USD\$3BN plus of orders (for 23 tankers) already tucked away, EAS can only go from strength to strength.

And the TP boss said he was prepared to go through the same process again. Shortly after we interviewed him Machado put his money where his mouth is and awarded the last contract in the Promef 2 phase – for eight gas tankers - to another "Virtual yard", Promar Ceara. They will probably build a new yard in Fortaleza, but are still trying to convince the local mayor there of its merits. It was the Machado/Lula USD\$3.9Bn Promef (Fleet Renewal) plans (1 and 2), which really got the shipbuilding revival moving through the gears, after the offshore sector had eased the door open for the moribund and rapidly fading industry, which was – until the arrival of a new state-of-the-art yard in the northeast (EAS) – centred almost entirely on Rio de Janeiro. EAS is a consortium made up Camargo Correa and Queiroz Galvao (two Brazilian construction companies) and Samsung Heavy Industries plus the PJMR consultancy, consisting of four very experienced old hands in the Brazilian shipyard business (including Paulo Haddad and Ariovaldo

Rocha, the head of Sinaval, the Brazilian Shipyard Owners Association) and it has become the template for other “Soon to be” yards around the country. In this sector too everyone wants a slice of the pie.

Eike Batista, regarded by Forbes as the world’s eight richest man, has set up an energy and offshore company and then went for an initial public offering of a new USD\$1.7Bn shipyard – OSX – to be constructed at Biguacu, in the south of the country. The IPO was not as well received as expected but did raise USD\$1.5BN (much less than the USD\$6Bn Batista was hoping for) and the project will go ahead, but not as quickly as first envisaged. And Sao Paulo listed Wilson, Sons group (part of the London listed Ocean Wilson Holdings), is moving ahead with another massive new yard in Rio Grande, in the far south of Brazil. Most of the business for these two yards will come from Petrobras and the offshore sector. **Source: Ship Management International**



The **STAR PRIDE** seen off Dover – Photo : Andrew Moors ©

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Harm's **URSUS** seen departing from Rotterdam with the **H 627** - Photo : **Marius Esman** ©

Turbine Transfers Increases Fleet

Turbine Transfers Ltd will increase its fleet to 20 vessels by the end of 2011. With the fast growing development of major offshore wind farms in Britain, Belgium, Holland, Germany and Denmark, Captain Mark Meade of Anglesey UK-based Holyhead Towing, has seen the potential for larger fleets of crew transfer vessels dedicated to the offshore wind farm industry. Often customers now require four or five boats at the larger and further offshore sites, and that demand cannot easily be supplied by the smaller companies in the field.

Mark Meade established Turbine Transfers Ltd in 2008 as the Marine Renewables division of the Holyhead Group. Since then Turbine Transfers has grown quickly to employ 30 people and operates an expanding fleet of purpose built wind farm support catamarans. The catamarans are built by South Boats Special Projects division, based on the Isle of Wight. Eight vessels in the range 39.3 ft to 65.6 ft are already in operation.

Colwyn Bay, the ninth boat, a 59 ft aluminum WFSV has just been delivered, and due in June is a second 65.6 ft craft, another 59 ft in July and two more boats in December, giving Turbine Transfers a fleet of 13 vessels by the end of 2010. More boats are under order which will bring the total to 20 vessels by the end of 2011.

All of the vessels are powered by twin diesel engines driving gearboxes coupled to twin Ultra Dynamics waterjets propulsion systems. This package offers the vessel a fast sprint speed and fast cruising speed, as well as the maneuverability and the high thrust required when deployed at the wind farm in difficult sea conditions. Turbine Transfers' vessels are currently deployed in the UK, Belgium, Germany and Denmark. Colwyn Bay went directly to work for Van Oord Offshore at Belgium's largest offshore wind farm, Belwind, some 46 km off the Belgian coast at Bligh Bank. Mark Meade went on to say that building the larger 18m and 20m boats made sense, as they have a larger operational window in difficult sea conditions, and are particularly suited to the sites further from port. Being larger they are also more comfortable for both transiting technicians and their crew.

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Dockwise **TARGET** seen loaded with the Jack Up **OFFSHORE MISCHIEF** - Photo : Fop Leder ©

PRISCO to encourage cadets

This year, 85 cadets taken from marine educational institutions will be accommodated on board Primorsk Shipping Company's (PRISCO) vessels. From April to October future navigators, marine engineers and electro-mechanics from the GI Nevelskogo Maritime University, Volga Academy of Water Transport, Far East and Sakhalin Island Naval College will gain experience of the company's tankers and dry cargo vessels. "This year we take only students with no academic qualifications", said PRISCO's personnel manager Victor Veremeenko. "We believe that probation is more effective when the trainee comes with a complete theoretical training. This allows him/her to learn and use their knowledge in work rather than make up for what they have learned on shore". PRISCO will pick up all the costs associated with the cadets. In addition, each PRISCO trainee will receive a scholarship payment during his/her stay on the ship. Within two to eight months after they become familiar with the specific tasks on board, depending on the schedule of training, trainees will come under the wing of experienced seafarers. Particular attention will be paid to cadets, who are new to a life at sea. The company said that it would closely examine the cadets' graduate courses to encourage them to return as young professionals. **Source: Tanker Operator**

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The **ANSAC SESODA** seen outward from Antwerp – Photo : Stan Muller ©

Marine Atlantic to retire, replace 2 ferries

Marine Atlantic will replace two of its aging vessels next summer with new ships, the ferry service announced Friday. The exact cost of chartering the vessels is not yet clear, although Ottawa set aside \$175 million in this year's budget to upgrade the fleet over the next two years. Holly Dunn, Marine Atlantic spokeswoman, said the exact cost of the charter could not be divulged for confidentiality reasons. The two ships will be chartered from Stena Line of Sweden. The federal ferry service has been plagued with inefficient scheduling, with vessels often leaving and arriving hours later than planned. The new ferries should improve service for passengers, Marine Atlantic president and CEO Wayne Follett said during a news conference webcast from St. John's, N.L.

The two new ferries will replace the MV **Caribou** and the MV **Joseph and Clara Smallwood**, two ships built in the mid-1980s that continue to make the journey between North Sydney and Newfoundland. Although the new ferries, the MV **Stena Traveller** and the MV **Stena Trader**, will serve about the same number of passengers, they can carry about 50 per cent more freight. They are also quicker and more fuel efficient and will cost less to maintain than the older ferries, Marine Atlantic says.



The **STENA TRADER** – Photo : Leen van der Meijden ©

Gordon MacLeod, who represents North Sydney on Cape Breton regional council, said he believes the two ships come from a reliable company. But the former Marine Atlantic employee says he wants to know why the ships are being chartered instead of being built in Canada. "That's problematic for me, because there's no sense of permanency," MacLeod said. "Why aren't they getting permanent vessels? Why aren't they providing jobs for Canadians in the shipyards?" But in his announcement, the federal minister of state for transport, Rob Merrifield, said Ottawa will continue its commitment to the "umbilical cord" in Atlantic Canada. He acknowledged the integral role the ferry service plays in transporting goods to and from Newfoundland.

About 27 per cent of all passengers, 50 per cent of all freight, and 90 per cent of all perishable goods travelling between Newfoundland and the mainland last year were transported by Marine Atlantic, the ferry service says. The charter agreement needs further government approval before it will be finalized. **Source : Nova Scotia Chronicle Herald**

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SWIFT RESCUE OF SINGAPORE NAVY



The Singapore Navy owned **SWIFT RESCUE** seen moored at Changi Naval Base last Saturday, the vessel was launched 29-11-2008 by ST Marine, Touted to be the first of its kind in Southeast Asia, **Swift Rescue** was conceptualised, designed and built by ST Marine, to enable it with the primary capability of submarine rescue, as well as to fulfill other secondary roles to meet the requirements of the RSN. Besides being highly manoeuvrable with excellent sea-keeping capabilities, the ship also incorporates a helicopter deck and unique operational spaces. Measuring 85m by 18m, it is designed to house a **Submarine Rescue Vessel (SRV)** and its handling systems on board.

M/ **Swift Rescue** is manned by **Swire Pacific Offshore**. Mission command and medical team are provided by the RSN. The ship operates a rescue system, DSAR6 and its TUP, and an intervention system, ROV Super Spartan. MV **Swift Rescue** is able to reach a top speed of 12.5 knots with a maximum range of 3,000 nautical miles.

The SRV, which is built in Britain by James Fisher Defence, can be lowered to a depth of 500m underwater to reach a distressed submarine. Should the need arise, **Swift Rescue** will utilise a

Transfer-Under-Pressure system to allow the affected submariners to be transferred seamlessly from the SRV into the recompression chambers for immediate treatment. It is fully operated by a civilian company, **First Response Marine Ltd**, which aggregates the M/V **Swift Rescue** ship owner and **James Fisher Defence**.

SUCCEVOLLE OPLEVERING NEXEN BUZZARD PS DEK DOOR HEEREMA HARTLEPOOL

Heerema Hartlepool, één van de drie grote productie locaties van Heerema Fabrication Group (HFG), heeft het 6.500 ton wegende **Buzzard Production Sweetening (PS)** dek van Nexen Petroleum U.K. Limited succesvol opgeleverd. Het dek, geladen op een zeegaande bak, is vrijdag 30 april 2010 uit Hartlepool vertrokken voor haar uiteindelijke offshore bestemming, het Nexen Buzzard olieveld, en inmiddels succesvol geïnstalleerd ongeveer 30 miles (48 kilometer) ten noordoosten van Peterhead in Schotland.

In maart 2008 heeft Heerema Hartlepool de opdracht ontvangen voor de bouw van het process dek inclusief een 550 ton wegende kraan. Het dek heeft een lengte van 60 meter, een breedte van 36 meter en een hoogte van 42 meter. De brug heeft een lengte van 80 meter. Het project is een van de grootste projecten in de geschiedenis van Heerema Hartlepool en heeft meer dan 800 banen opgeleverd voor mensen woonachtig in Hartlepool, alsmede aanvullende werkzaamheden gegenereerd voor subcontractors en leveranciers in het Noordoosten van Engeland. Het dek zal worden geïnstalleerd op het 3.500 ton wegende jacket (onderstel) gefabriceerd door HFG's productie locatie Heerema Vlissingen. Dit jacket is reeds in augustus 2009 door Heerema Vlissingen opgeleverd.

Frank Moran, directeur van Heerema Hartlepool zegt: "Het veilig uitvoeren van zo'n uitdagende constructie is een enorme prestatie. Het bewijst dat het Verenigd Koninkrijk nog steeds de expertise en de capaciteit heeft om dit soort grote offshore projecten uit te voeren, ondanks de toenemende concurrentie in overzeese gebieden. Onze mensen, subcontractors, leveranciers, het Nexen team en alle overige betrokkenen die bijgedragen hebben aan het succesvol afronden van dit project, willen wij hierbij hartelijk danken voor hun enorme bijdrage en inzet."



Chris Reay, project manager van Heerema Hartlepool vervolgt: "Het ontwerp van de leidingsystemen van dit dek was enorm complex en het fabricage programma krap. De hoge mate van kwaliteit bij oplevering is te

danken aan het team bij Heerema Hartlepool en onze subcontractors en leveranciers. Dit gecombineerd met de geïntegreerde aanpak van activiteiten van het Nexen site team en de goede onderlinge communicatie heeft geresulteerd in dit mooie resultaat. Iets waarop we trots op mogen zijn."

Het Buzzard veld werd in juni 2001 ontdekt en is ontwikkeld door drie met bruggen verbonden platforms, waarvan het 9.500 ton utilities dek eveneens is gebouwd en geleverd door Heerema Hartlepool in april 2006. **See : Photo of the day**

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Asian Recovery to Strain Infrastructure, APL Warns

Asian economies are leading the recovery of international container trade volume, but strong growth across the region could see pressure on freight infrastructure re-emerge, a senior executive of container shipping line APL told a conference in Ho Chi Minh City Vietnam on Thursday. "Intra-Asia is already the world's single largest container trade,"

Jason Wong, vice president of APL's Intra-Asia trade, told the 8th ASEAN Ports & Shipping Conference. "This will continue over the long term as Asian consumer markets develop."

By 2015, Intra Asia will contribute 32 percent of global containerized trade, with the Asia-U.S. and Asia-Europe trades accounting for 17 percent and 18 percent respectively, according to IHS Global Insight. Along with China and India, Southeast Asian economies such as Vietnam and Indonesia have shown resilience to the global crisis and continued to grow in 2010, Wong said. More transportation services will be required to support the growth of freight moving within Asia, said Wong, who identified North Asia to Southeast Asia as a high potential trade. To serve this market, he said, APL launched the Japan Thailand Vietnam and Korea China Straits services in 2009.

Wong said freight infrastructure development must be a top priority across Asia to optimize trade flows and maximize economic growth.

He highlighted Vietnam's progress in developing world-class freight handling facilities – particularly those in and around Ho Chi Minh City, such as the Vietnam International Container Terminal and new deepwater terminals such as Saigon Port-PSA. APL, which launched the industry's first direct container shipping service between Vietnam and the U.S. in May 2009, calls at the SP-PSA terminal. "These facilities will help place Vietnam alongside the top trading nations," Wong said. APL's parent company, Singapore's Neptune Orient Lines, is also the major investor in the Vietnam International Container Terminal, which became the country's first purpose-built container handling facility when it commenced operations in 1998. **Source: Journal of Commerce**

.... PHOTO OF THE DAY



The **Buzzard Production Sweetening (PS)** platform seen departing, loaded on deck of the **GIANT 4** from Hartlepool – **Photo : Heerema ©**

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