

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 300



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Above seen the Royal Research Ship James Clark Ross, of the British Antarctic Survey, alongside FIPASS in the Falkland Islands. Arrived on 24th October 2010 following transit from the UK. Intention to sail today (Wednesday 27th October 2010) for South Georgia. - Photo : Mike Gloistein - www.gm0hcg.com (c)

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The **SEA GOLF** (ex Bever) seen departing from Vlissingen bound for Harwich after a drydocking at Scheldepoort
Photo : Wim Kosten – www.maritimephoto.com (c)

Venezolaanse bootjes vissen illegaal in Arubaanse wateren

De kustwacht voor het Caribisch gebied heeft afgelopen weekeinde de twee vissers aangehouden die met hun boten illegaal aan het vissen waren in de Economische Visserij Zone van Aruba. Met twee vaartuigen, 'La Lupita' en 'Mis 3 Amores', waren ze aan het vissen met zogeheten palambras. Daarbij wordt een lange lijn met haken achter de boot gesleept die vervolgens met een katrol naar binnen worden getrokken. Beide boten waren afkomstig uit Venezuela. Het boardingteam van de kustwacht deed een controle en constateerde dat geen van beide schepen een vergunning had om in dit gebied te mogen vissen. Aan boord van 'La Lupita' waren 550 kilo vis en 55 fuiken en 'Mis 3 Amores' had 105 kilo vis. Beide boten moesten naar Barcadera varen, waar proces-verbaal werd opgemaakt. De eigenaren van de boten kregen boetes opgelegd van respectievelijk 1000 en 550 florin. Deze boetes moesten worden betaald voordat beide boten konden terugvaren naar Venezuela. De ladingen met vis en de fuiken zijn in beslag genomen. Volgens de kustwacht gebeurt het steeds vaker dat Venezolaanse vissers in de Arubaanse wateren illegaal bezig zijn. De kustwacht treedt hard op tegen deze overtredingen en ze roept burgers op om te allen tijden onregelmatigheden te melden via het gratis alarmnummer 913. **Bron : Amigoe**



Sunrise over the **Maersk Buffalo** & **Maersk Brownsville** at anchor side by side off Laem Chabang (Thailand)

Photo : **Capt. Fred Eversen - Master ms Amsterdam** ©

Trial Of Suspected Somali Pirates Opens In Yemen

Trial of 13 Somalis accused of hijacking two Yemeni boats in the Gulf of Aden and using them to attack other vessels began at a court in Yemen's south-eastern city of Mukalla on Sunday, according to the official SABA news agency. They were accused of hijacking 'Dhafir' and 'Jawad,' two Yemeni boats, and using them in piracy operations against Yemeni and foreign ships in the international and Yemeni territorial waters.

The court on Sunday reviewed the evidence presented by the prosecution against the suspects, including their confessions made during interrogations. After the indictments were read out, the defendants denied the charges. The suspected corsairs were arrested in May last by the Yemeni Navy in an operation that released a Yemeni fishing boat and its crew they had hijacked four days earlier near the island of Socotra in the Gulf of Aden.

Weapons including machine guns and two RPG launchers were recovered from the captured pirates, who now faces death penalty if convicted. The next hearing in the case has been set for November 14. A Yemeni court in capital Sanaa had sentenced six Somali pirates to death and six others to ten years in prison in May last on being found guilty of hijacking a Yemeni oil tanker in April last year and killing two of its crew members.

The following day, a court in the city of Aden sentenced ten other Somali pirates to ten-year prison terms for attempting to hijack a cargo vessel in Yemen's territorial waters. The Somali coast, particularly the Gulf of Aden, has been affected by increased piracy in recent years. More than 160 pirate attacks have been reported in the waters off Somalia since the beginning of last year. Generally, the crew and the vessels are returned unharmed on receiving the demanded ransom.

Pirate attacks off the Somali coast have continued despite the presence of several warships deployed by Navies of the NATO, the European Union, Russia, China, South Korea and India in the region to protect cargo and cruise ships against piracy. Recently, the EU force deployed in the region as part of the international anti-piracy mission announced that it was extending the area covered by its current operations off the coast of Somalia in an effort to counter the pirates' tactics of shifting operations into new areas to avoid detection. The U.N. Security Council has approved four resolutions since June to promote international efforts in fighting the escalating sea piracy off Somalia, authorizing countries involved in anti-piracy operations to conduct land and air attacks on Somali pirates after obtaining prior permission from the interim Somali government. **Source : RTT News**

High drama at sea



Cape Town was at the centre of a dramatic sea rescue operation when the NSRI played a part in the air-lifting of the captain of the 140-metre gas tanker, **St James Park**, 150 nautical miles west of Cape Point. NSRI rescue swimmer Kobus Barnard and two paramedics attend to the Ukrainian captain, who has acute renal failure. A replacement captain was lowered to the tanker.

Photo : Michael Walker

The Maritime Rescue Co-ordination Centre (MRCC) informed NSRI Air Sea Rescue Station Commander Andre Beuster at 4pm on Friday that the 53-year-old Ukrainian captain of the tanker, sailing from Chile, was in a "serious but stable" condition. It has been confirmed that the captain has acute renal failure. The operation soon became a coalition effort involving NSRI Air Sea Rescue, the

South African Air Force (SAAF), 35 Squadron and 22 Squadron from Air Force BAase Ysterplaat, and Metro Emergency Medical and Rescue Service. "The MRCC instructed the ship, at the time in deep sea and beyond range of a rescue mission, to make best speed in the direction of Cape Town while a Metro EMS duty doctor relayed medical advice to the ship's medic to assist with stabilising their captain," Beuster said. A replacement captain was flown out to the ship.

"Arrangements were made through the ship's Cape Town agent, Synergy Freight International, for a relief captain to be airlifted to the ship as part of the rescue mission. "The relief captain flew into Cape Town International Airport (yesterday) morning and was taken on board one of the SAAF 22 Squadron Oryx helicopters and flown to the ship."


Involved in the rescue were:

- * SAAF 35 Squadron Dakota. Objective: search for and locate ship, relay co-ordinates to Oryx helicopters, distinguishing the location and conditions.
- * SAAF 22 Squadron Oryx helicopter. Objective: airlift captain, and drop replacement captain on board.



* Second Oryx. Objective: provide back-up staff and stand by.

On each helicopter were two SAAF pilots, an SAAFengineer, an NSRI rescue officer, NSRI rescue swimmer, and a Metro EMS paramedic. The Dakota took off from Ysterplaat at 12.30pm and, once it located the ship, relayed the co-ordinates to the Oryx helicopters, which left at 1.15pm. "The rescue went smoothly. We received the co-ordinates from the Dakota aircraft and followed our navigation systems to locate the ship," said Alex van Oostveen, 22 Squadron Oryx commander. "We found a suitable area on the ship and dropped down an NSRI rescue swimmer and a Metro EMS paramedic. We then dropped down the replacement captain and hoisted the sick captain up." The operation lasted three hours and 20 minutes, after an hour's delay in the morning while the ship was outside the range for the helicopter to reach it. "The ship was about 150 nautical miles out at sea. The Dakota not only had to locate the ship, but also check out the weather conditions," Beuster said. "We then had to make a decision on whether to continue the rescue or turn back. "We saw it was decent weather so we were over the target for only 10 minutes or so." The captain was taken to Christiaan Barnard Hospital. **Source : iol.co.za**




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Tug campaign grows

THE CAMPAIGN to retain the emergency tug in the northern isles is growing, with Shetland MSP and Scottish Liberal Democrat leader Tavish Scott writing to UK shipping minister Mike Penning. Shetland Islands Council will follow on Wednesday when it plans to write to both Mr Penning and energy secretary Chris Huhne calling for the emergency towing vessel (ETV) to remain.

The Highlands and Islands Convention meeting in Kirkwall on Monday also voted unanimously to support the campaign to retain the tugs. Mr Scott said he was giving isles MP Alistair Carmichael his full backing as he tries to persuade government treasury and transport ministers of the imperative to continue the service at least in Fair Isle waters.

Their arguments were strengthened last week when the western isles-based tug **Anglian Prince** towed free the nuclear submarine **HMS Astute** after it grounded on a sand bank off the isle of Skye. Last week the government announced as part of its comprehensive spending review that it intended to save £32.5 million over four years by not renewing the contract for the UK's four tugs, arguing that they were barely used.

The Scottish tugs had only assisted one vessel each in each of the past two years until last week's incident off Skye.

In his letter to the minister, Mr Scott writes: "The removal of the tug, with the resulting increase in the risk to Shetland's coastline and to the lives of seafarers, may save money in the short term but there is the real risk that it will end up costing us far more than it saves. "I therefore urge you to reconsider this ill considered proposal and to retain the emergency tug."

Commenting, he said, "Just as Shetland was united after the Braer in the campaign to get a tug stationed here, we are united again in this battle to keep the tug. "Claims that commercial salvage tugs will step in might apply in the Dover Straights, but they most certainly don't apply here. "Alistair Carmichael has my full backing as he pursues this issue with ministers in London. I also want the UK government to recognise that Sullom Voe brings in billions of pounds of revenue. So the modest but essential investment in a safety tug is a small price for the UK government to pay in return." On Wednesday the matter will be raised as an emergency item at a full meeting of the SIC where a detailed report by harbourmaster Roger Moore spells out the value of the tug to Shetland and the UK as a whole. Captain

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Moore points out that the tugs were recommended in the Donaldson report “Safer Ships, Cleaner Seas” that followed his inquiry into the 1993 Braer oil spill off Shetland.

However it took until 1999 for the tugs to be deployed, after criticism from the Marine Accident Investigation Branch into the grounding of the Green Lily off Bressay in November 1997, and problems assisting the huge chemical tanker [Multitank Ascania](#) in early 1999 in the Pentland Firth. Capt Moore also argues that the cost of the tugs is small compared to the saving they make in pollution prevention, bearing in mind the devastating effect an incident would have on both the economy and the environment.

He points to cost benefit studies that show the overall value of the Fair Isle based tug was almost £15 million over 10 years. He also quotes the energy minister who, referring to the recent oil spill in the Gulf of Mexico, said: “The [Deepwater Horizon](#) gives us pause for thought and, given the beginning of exploration in deeper waters west of Shetland, there is every reason to increase our vigilance.” Last week the shipping minister said that commercial towage firms could step in to assist a vessel in difficulty, but Capt Moore says that such support is less available in northern waters.

He also says that the four tugs based at Sullom Voe could only provide “first aid” to a large ship in trouble while it waited for a more powerful tug to arrive. “The removal of the ETV from Shetland waters will much reduce the capacity to successfully salve a vessel in poor weather and will be largely reliant on the hope that a suitable sea going tug is in the area,” he says. He further points out that the spending review has also threatened to remove the offshore fire fighting service, the Maritime Incident Response Group, also funded through the Maritime & Coastguard Agency.
Source : [Shetland Marine News](#)



The 365 mtr long 2010 built [MSC MELATILDE](#) seen departing from Antwerp bound for Valencia
Photo : [Sjaak Klaassen \(c\)](#)

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The **SPT EXPLORER** seen loading from Houndpoint 2, River Forth, Scotland, she was built 2008, 57,657grt - 105,804dwt and operated by Teekay Shipping {USA} inc, after she loaded she went to anchor off Dunbar and AIS show her as **Chevron Nagasaki**, neither Lloyds Register or Equassis have a **Chevron Nagasaki** listed, this might be a forth coming name change. Photo : Iain Forsyth (c)

MOL conducts drill, tests response to possible accidents



Mitsui O.S.K. Lines, Ltd. and MOL Ferry Co., Ltd. announced the completion of a table top drill based on the scenario of the ferry **Sunflower Furano** operated by MOL Ferry being involved in a collision that resulted in flooding, oil spill, fire, and missing passengers off Shiriyazaki, Aomori Prefecture. The October 22 drill involved about 70 participants from both companies.

The three-and-a-half-hour drill began at 1 p.m. Friday, October 22. The intent of the exercise was to strengthen the foundation of corporate social responsibility laid out in the MOL Group Corporate Principles — protecting the environment by maintaining strict, safe operation and navigation standards. Specifically, the drill was designed to confirm the precise, smooth communication and response so critical in case of a flooding, oil spill, or missing passenger incident involving an MOL Ferry-operated ship. President Koichi Muto was appointed as Executive Commander of the Emergency Control Headquarters. Participants from the MOL Head Office in Tokyo included seven executive officers and personnel from other related divisions (Corporate Planning Division, General Affairs Division, Public Relations Office, Marine Safety Division, Technical Division, and Group Business Division); and from MOL Ferry included President Osamu Suzuki, four executive officers, and personnel from other related divisions (Administration Division and Marine Division).

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The exercise presumed that the MOL Ferry-operated vessel collided with a large containership off Shiryazaki. The vessel was flooding, lubricating oil was leaking, and a fire had broken out; to make matters worse, some passengers were thrown overboard by the collision and were missing.

The drill started with an initial incident report from the ferry, after which MOL and MOL Ferry organized an Emergency Control Headquarters, confirmed first-response tasks and procedures such as information gathering and communication among parties concerned, initiating countermeasures for flooding and fire, launching a search for missing passengers, beginning oil cleanup efforts, and holding a media response drill. MOL holds biannual table top drills based on various scenarios around the world. The company continues to sharpen its group-wide emergency response readiness procedures by sharing know-how accumulated in these training sessions throughout the MOL Group fleet. **Source: mol.co.jp**



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The **CHRISTINE** seen assisted by Iskes **GINGER** into the Ijmuiden locks - **Photo : Marcel Coster ©**

WorldForces free seized German cargo ship off Africa

German military and international anti-piracy forces attacked a cargo ship being held by Somali pirates off eastern Africa and freed it on Monday, but the hijackers got away, the German shipping company said. None of the 16 crew members aboard the **Beluga Fortune**, which was seized by Somali pirates about 1,930 km east of Mombasa, Kenya, were harmed in the ordeal, Verena Beckhusen, a spokeswoman for the shipping company Beluga-Reederei, told a news agency. The German military freed the ship in cooperation with the anti-pirate mission Operation Atalanta, the shipping company said, adding that the ship was now on its way to South Africa as planned.

Nils Stolberg, the director of the Beluga-Reederei, said in a statement that one of the main reasons the military was able to free the ship so quickly was that the crew had trained for an emergency situation like this many times over the years. "They sent out an emergency call, barricaded themselves in a special security room, shut off the fuel supply and the bridge and informed the military," Stolberg said. "This way the pirates could not bring the ship under their control or take the sailors at ransom." While the Bremen-based company worked together with the German Foreign Ministry in Berlin to inform the German, Russian and Philippino family members of the crew, the German military and the anti-pirate mission evaluated the situation on the ground by deploying war ships and a surveillance plane. The company did not release any further details about the actual attack.

The Foreign Ministry had no immediate comment. Somali pirates have long been active in the region, and they currently are holding 19 vessels with 428 hostages, according to the EU Naval Force. On Saturday night, pirates seized a liquefied gas tanker 165 km off the coast of Kenya in the Somali Basin, said officials in Singapore, where the ship is registered.

The MV **York** was travelling from Mombasa to Mahe in the Seychelles with 17 crew when pirates commandeered it, the Singapore Maritime and Port Authority said in a statement. The authority yesterday said it was working with the ship's owner, York Maritime Co, and government agencies to recover the ship. The 5,076-ton **MV York** had one German, two Ukrainians and 14 Filipinos aboard, the EU force said in a statement. **Source : Zeenews**



Above seen the NGA flag patrol vessel **THE JUDGE** entering Valletta, Malta from Gibraltar on Monday 18th October 2010. She's the former United States Coast Guard Point Class Cutter **POINT MONROE WPB-82353**, commissioned on 27th December 1966, decommissioned 21st August 2001, transferred to NOAA and purchased by the current owner this year. **Photo : Capt. Lawrence Dalli - www.maltashipphotos.com** ©

France to deliver to Russia helicopter carrier with transfer of technologies

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France's shipbuilder DCNS announced on Tuesday it is ready to deliver Mistral class helicopter carriers to Russia with built-in domestic navigation technologies. "There are no restrictions [in the transfer of technology]," DCNS Director Pierre Legros told RIA Novosti. The technology is French-made, a spokesman for the French Navy, Hugues du Plessis d'Argentre, said. Russia and France are currently in talks on a so-called 2+2 scheme, whereby Russia will buy one or two French-built Mistrals and build another two at home. The contract is expected to be inked before the end of the year.

Legros said he did not rule out that Russia could build four Mistrals. He added that the French-built Mistrals under the contract will be different from their domestic analogues. They will have thicker take-off decks and firmer hulls so as to avoid breakage when navigating through ice. The winner of a Russian tender to deliver the Mistrals will be announced after November 4, Legros added. "We are ready to receive the contract from November 4... and complete construction in 36 months," he said. The Mistral class ship is capable of transporting and deploying 16 helicopters, four landing barges, up to 70 armored vehicles including 13 battle tanks, and 450 personnel. **Source: en.rian.ru/**



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An inbound vessel seen passing Hoek van Holland whilst being " STRUCK BY A RAINBOW"

Photo : Bert van der Velden ©

In Search for Indonesian Ferry Survivors, Numbers Confusion

Search and rescue operations for passengers of a ship that capsized on Friday in East Nusa Tenggara are continuing amid conflicting reports on the number of survivors and missing. The [Karya Terang](#), sailing from Sikka district on Palue Island, north of Flores, to Maumere, sank at about 2 p.m. on Friday, just an hour into the five-hour trip. Herman Da Gomes, head of the search and rescue agency in Kupang, the provincial capital, said 66 passengers and crew members were on board when the ship went down. "We're still searching for 22 missing people," he said on Sunday, as quoted by Agence France-Presse. "We've found 44 people and they all survived." He said about 50 maritime police, Navy personnel and local fishermen were involved in the search and rescue operations.

However, the Coast Guard, which is under the auspices of the Ministry of Transportation, said the ship was only carrying 48 people, of whom 36 had been rescued alive. "We're still looking for 12 passengers who are missing," said Capt. Untung, head of the Coast Guard. "We suspect the ship sank due to bad weather." He dismissed earlier reports that the [Karya Terang](#) was a passenger ship. "It's a regular ship with gross tonnage of seven."

Most local media put the number of survivors at 44 and the missing at 22. Some have also quoted rescue team members as saying that 15 bodies had washed up. Maritime disasters are common in the country despite repeated promises from officials to tighten and enforce safety regulations. In January 2009, after ignoring safety warnings, the passenger ferry MV [Teratai Prima](#) sank off the coast of West Sulawesi near Majene district. The ship was carrying at least 267 people when it was hit by large waves during a storm and capsized, killing nearly 240.

Overloading, a perennial problem on poorly regulated interisland ferries, was suspected to have contributed to the accident. The [Teratai Prima](#) was traveling from Pare-Pare in South Sulawesi to Samarinda in East Kalimantan. The captain of the ferry was charged with criminal negligence and sentenced to nine years in jail. The captain was reported to have refused to heed warnings from the port authority about the impending storm prior to departure.

The 700-ton [Teratai Prima](#) also had a registered capacity of only 250 passengers and the precise number of people on board the ferry was never determined. Few bodies were recovered from the sea. **Source :** [thejakartaglobe](#)

Passengers Spared in Ferry Incident

Passengers of an inter-island vessel were spared from a near-disaster incident at sea after the ship they were on violently tilted and ran aground in shallow waters off Roxas, Mindoro. The Philippine Coast Guard (PCG) based in Caticlan, Malay, Aklan said the [Super Shuttle Ferry 2](#), a roll-on roll-off (RoRo) vessel, was carrying 197 passengers on board, including the crew, when the incident happened. The vessel was cruising waters near the Mindoro shore when it was whipped by sudden big waves that caused the ship to tilt sideways.

The ship's violent movement scared and caused panic among passengers aboard. The alert ship captain steered the vessel to safety but sensing the possibility that the vessel might capsize, he decided to have the ship run aground in the vicinity of Roxas' shoreline to avoid what might have been a sea tragedy.

Leaving Caticlan port in Malay, Aklan, which is just across the famed tourist island holiday destination of Boracay early Friday morning, the RoRo vessel was on its way to Mindoro. Apart from passengers, it was also carrying 22 rolling cargoes and two passenger buses aboard. The Coast Guard said the turbulent seawaters in the area were brought about by the forecast entry of a new typhoon. According to the PCG, so far, no injuries were reported with all passengers safe and accounted for on board the RoRo vessel. **Source :** [Manila Bulletin](#)

NAVY NEWS

HMS ASTUTE ENROUTE BACK HOME



As mentioned earlier this week HMS **ASTUTE** the Royal Navy's newest submarine ended up stranded near the shoreline off the Isle of Skye on last Friday. The coastguard tug **ANGLIAN PRINCE** was a few hours away at her station in Loch Ewe and was soon onsite to offer assistance. The **AYTON CROSS** part of the Svitzer Clyde fleet was on a job at Glensanda in Loch Linnhe near Oban and was also tasked to go and assist the submarine. She was the first commercial tug on the scene and arrived early Friday evening shortly after the coastguard tug managed to pull the submarine afloat again on the high tide. Within a few hours the



AYTON CROSS took over the main task from the Anglian Prince and the coastguard tug returned to its station at Loch Ewe. The **AYTON CROSS** stayed with the submarine for the rest of the operation until she delivered the submarine back to Navy tugs just off the Ashton Bouy near Gourrock on Monday of this week.

The larger **TOISA DARING** was hired from Aberdeen and the **KESTREL** came round from Invergordon to escort the **ASTUTE** back to her Clyde base. **Photo's : Tommy Bryceland, SCOTLAND**



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Construction glitch hits \$8bn navy project

A Melbourne shipyard has botched the construction of the central keel block of the first warship. The multi-million-dollar bungle could delay the project by up to six months and is believed to have triggered a rift between the Williamstown shipyards, where the hull block was built, and the warship's Spanish designer. The setback has alarmed the Defence Materiel Organisation, which sees the AWDs as its flagship project and a key test of whether Australia can sustain a viable naval shipbuilding industry. The three new 6500-tonne destroyers, based on the Spanish F100 boats, will be the most capable warships in the nation's history when they enter service from 2014.

The Australian understands that the central keel block of the first AWD warship, **HMAS Hobart**, was built to inaccurate dimensions as a result of faulty welding and inadequate quality control at the Williamstown shipyards, operated by an AWD subcontractor, BAE Systems Australia. The AWD project manager, AWD Alliance, last night confirmed there had been "difficulties in the block fabrication" of the warship in Williamstown, which would affect production schedules. "The difficulties cannot be attributed to a single cause but production start-up issues experienced by the shipbuilder, some difficulties in specific know-how and technical data have contributed," AWD Alliance told The Australian.

"The difficulties resulted in an unexpected distortion in a component of one of the blocks." It said two other hull blocks were found to be at risk of distortion but the issue was identified and production processes were changed. The distortion of the central keel block - which weighs about 200 tonnes, measures 20m by 17m and supports some of the most important heavy machinery on the warship - made it potentially incompatible with other blocks of the ship that are being built in Adelaide and in Newcastle.

One AWD source, who asked not to be named, said: "This is not a small problem - this is a major headache for us. This will have a ripple effect on the whole project because that hull block is critical, and if that block is delayed, then a raft of other things also get delayed." BAE Systems Australia has been striving furiously for weeks to rework the faulty keel block to the correct specifications to get the project back on track. A statement from the AWD Alliance, incorporating BAE Systems's response, said yesterday the distorted block had been "remedied by reworking" but said it was too early to say exactly what impact the problem would have on the overall AWD delivery schedule. Sources have told The Australian that the project would be delayed by up to six months.

The keel blocks are the most complex and important parts of the AWD hulls. Comprising up to 2000 pipes as well as electrical systems, they provide the foundation for the ship's gas turbine and diesel engine propulsion system. The AWD Alliance includes the government-owned Australian Submarine Project, the Defence Materiel Organisation and Raytheon Australia. **Source : The Australian**

Defensie naar Senegal voor grote oefening

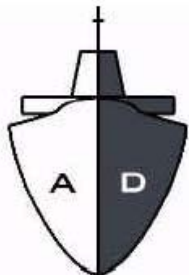
Het amfibisch transportschip **Hr.Ms. Johan de Witt** is dinsdagochtend uit de haven van Den Helder richting Senegal vertrokken, beladen met 300 pallets met goederen, 153 voertuigen en 39 aanhangers. Voor de kust van het West-Afrikaanse land neemt Defensie de komende maand deel aan de grote, internationale oefening **Emerald Move 2010**.

Ruim drieduizend militairen, elf schepen, negentien vliegtuigen en helikopters uit Nederland, Frankrijk, Italië, België en Senegal doen vanaf 8 november mee aan **Emerald Move 2010**. „Hierbij laten de deelnemende landen zien dat zij wereldwijd inzetbaar zijn: ver van huis met een logistiek zelfstandige en geïntegreerde strijdmacht. Een strijdmacht die zowel in de directe kustgebieden, als verder in de binnenlanden effectief kan optreden“, aldus Defensie dinsdag.

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Daewoo Buys Stake in Angolan Shipyard

According to a report from Bloomberg Daewoo Shipbuilding & Marine Engineering Co. agreed to buy a 30% stake in an Angolan shipyard, its first investment in an African shipbuilder, as oil drilling off the continent's coast spurs demand for rigs.

The Korean shipbuilder and Porto Amboim Estaleiros Navais Limitada's existing owners, Sonangol Holdings and SBM Offshore NV, plan to invest around \$100m in the Angolan yard by 2012 to add more piers and a 2,000-ton crane, the report cited Daewoo as saying. **Source : marinelink.com**

Yaroslavl Shipyard delivers sea diving vessel to Rosmorrechflot

Yaroslavl Shipyard has completed and delivered a sea diving support vessel to the customer – Rosmorrechflot, the shipbuilding company's press release said. The project SDS08 boat is the first of three vessels being built under the state order for Rosmorrechflot. Delivery of two other ships is scheduled for 2011.

The shipbuilding company named the boat "**Capital city – Yaroslavl**" in honor of the 1000-anniversary of Yaroslavl. The next diving vessels were named after cities of the Yaroslavl region - **Rostov the Great** and **Uglich**.

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The vessels were designed to conduct underwater diving and engineering work at depths of 100 meters at 3 pts rough seas, and also participate in rescue, salvage and hydraulic operations. Main characteristics of the vessel: length - 38.64 m, breadth - 7.92 m, freeboard - 3.20 m, draft - 2.10 m, displacement - 376 tons, DWT - 51 tons, maximum speed - 11 knots.

Yaroslavl Shipbuilding Plant was founded in 1920 as part of Russian defense industry. In 1993 the company was reorganized into an open joint stock company. Today, the shipyard builds the vessels of various classes and types, both of civilian and military purposes with a displacement of up to 2000 tons. Since 2005, Yaroslavl Shipbuilding Plant joint stock company has been managed by FINSUDPROM focused on the implementation and financing of shipbuilding projects at Russian and foreign shipyards, on shipping and marine fisheries and engineering. **Source : PortNews**



Above seen the **WALLY POWER** offshore Malta on Friday 15th October 2010. She is a 118-foot (36 m) luxury yacht with a maximum speed of 68 knots produced by Wally Yachts. The yacht is narrow and angular in design with black glass housing, driven by three Vericor TF50 gas turbines generating 5600 hp, each driving a Rolls-Royce Kamewa water jet, two steerable outboard and a non-steering booster on the centerline. The steerable water jets also have a diesel engine input for a 370 hp (280 kW) Cummins diesel, and are thus Combined Diesel or Gas Turbine (CODOG).

The total power output is 16,800 hp.

Photo : Capt. Lawrence Dalli - www.maltashipphotos.com ©

Viking Line throws STX Finland a lifeline

STX Finland Oy and Viking Line ABP have signed a preliminary agreement for the construction of an environmentally friendly, new generation cruise ferry for Viking Line to operate on between Turku, Finland, and Stockholm, Sweden. The agreement includes an option for a sister ship.

The ship will be built at the Turku shipyard for delivery in early 2013 and the price will be about 240 million euros.

The preliminary agreement represents promises 2,600 man-years employment and is described by STX Finland President Juha Heikinheimo as "extremely important both to the Turku shipyard of STX Finland and to the entire Finnish shipbuilding cluster, as we sail away from the lull caused by the global financial crisis."

An actively operating shipyard is much more competitive than an empty one when competing on new cruise ship projects, he adds. The cruise ferry is about 210 m in length with a gross tonnage of 57,000. Maximum speed will be close to 23 knots. The ship will carry 2,800 passengers and will be operated by a 200-member crew. It will have 870 passenger cabins. There will be almost 1,300 lane-meters of truck capacity and a separate car deck with approximately

500 lane-meters for passenger cars. Additional room for passenger cars will be provided by hoistable car decks. STX Europe says the new cruise ferry will be the most environmentally friendly large passenger vessel to date. The goal is to use LNG as the ship's fuel. The ship will have no marine emissions and its atmospheric emissions will be extremely low. The ship has been specially designed to operate in the delicate and shallow-water Finnish archipelago environment. The wave formation and noise generation will be minimized.

The President of STX Finland Oy, Juha Heikinheimo says, "I'm extremely delighted with this project and the continuation of cooperation with Viking Line. When the ship is completed, it will be highly innovative and the most environmentally friendly cruise ferry in the world. Special attention has been given to ensuring that the ship creates pleasant passenger experiences." The design of the new ship will start immediately at Turku shipyard, and actual building of the ship will start during fall 2011. Throughout the design and building of this cruise ferry the shipyard will continue to improve efficiency in production in order to increase productivity by industrializing operations even further.

Source : MarineLog

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Tidewater earnings take a hit

Tidewater Inc. second quarter earnings will be impacted by a settlement with the Department of Justice and by a higher effective tax rate.



The **REGMcNEE TIDE** seen off Marsaxlokk port, Malta - **Photo : Anthony Chetcuti (c)**

Tidewater said today that fiscal second quarter financial results for the three months ended September 30, 2010, are estimated to be between \$0.35 - \$0.40 on a fully diluted per share basis. The offshore service vessel giant said that it noted that the Thomson First Call consensus estimate for the September 2010 quarter is currently \$0.58 per share. Tidewater reported fully diluted earnings of \$0.77 per share for the quarter ended June 30, 2010.

The September 2010 quarterly results are expected to include:

A \$4.35 million (\$4.35 million after-tax, or \$0.09 per common share) charge included in general and administrative expenses related to an agreement in principle with the United States Department of Justice to resolve a previously disclosed Foreign Corrupt Practices Act investigation.

An effective tax rate of approximately 34.5 percent. Relative to the company's previously disclosed effective tax rate estimate of 18.5 percent, the September quarter's estimated effective tax rate primarily reflects the company's current estimate for its operating tax rate for fiscal 2011 of approximately 22.5 percent, the cumulative effect on income tax expense for the six-months ended September 30, 2010 of the company's current estimate of its effective tax rate, and the Department of Justice charge, which has no related tax benefit.

The company's current estimate for its operating tax rate of 22.5 percent largely reflects the current expected mix of pre-tax earnings between its U.S. and international businesses and an expectation for lower estimated operating margin in certain jurisdictions that tax on the basis of deemed profits. The company has historically realized lower tax rates in these deemed profits jurisdictions than it now expects to realize in fiscal 2011.

Relative to the company's previously disclosed effective tax rate estimate of 18.5 percent, the impact of the higher effective tax rate on the September 2010 quarterly results is approximately \$0.09 per common share.

September 2010 quarterly results are also expected to reflect vessel revenues of approximately \$267 million, or slightly higher than the vessel revenues that were reported in the June quarter. Consistent with general estimates provided on the company's August 5, 2010 earnings conference call, vessel operating costs for the September 2010 quarter are expected to approximate \$170 million, reflecting sequentially higher repair and maintenance costs (in part, due to the drydockings in the September quarter of two of Tidewater's largest anchor handling towing supply vessels) and a \$6 million charge related to the company's participation in a U.K.-based multi-employer pension plan.

New Zealand's largest export port of Tauranga sees 2010/11 earnings in range of \$38.3 mln to \$39.8 mln

New Zealand's largest export port said on Tuesday that it expected to post full year earnings within analysts' expectations amid an uncertain economic outlook.

"Provided there are no significant market changes, we expect to achieve full year earnings in the current range of analyst forecasts which between NZ\$51 to NZ\$53 million (\$38.3 million to \$39.8 million)," chief executive Mark Cairns told the company's annual meeting. It said its next profit for the first three months was up around 10 percent on a year ago while container traffic was 25 percent higher.

Myanmar expands Yangon, Thilawa ports

Myanmar has added up to 16 jetties in Yangon Port and six jetties in Thilawa Port, which together handle 23.7 million tonnes of freight annually, reported Xinhua. The number of inland container yards went up to three from none in the past. The freight handling capacity of Yangon Port stood at 16.7 million tonnes in 2009-10, up from 3.29 million tonnes before 1988. As for container handling, it handled 303,000 TEUs of containers and 4.3 million tonnes of goods in 2009-

10. More jetties are being built at the two ports to bring the total to 62 and when completed the volume will be 80-100 million tonnes a year. **Source:** cargonewsasia.com

Van Oord to develop Das Island, Abu Dhabi for ADNOC



Van Oord's **JAN LEEGHWATER** and **JAN BLANKEN** seen operating in Rio de Janeiro

Photo : Jaap van den Heuvel ©

Abu Dhabi National Oil Company has awarded the development of Das Island reclamation and shore protection contract to **Van Oord**. The contract value amounts to EUR 200 million. Execution of the project will start at end of October and is scheduled for completion in December 2011. Das Island, situated 110 km off the coast of Abu Dhabi, is an important hub for the export of oil and gas. With this design and construct contract the existing island will be extended by some 17 ha. A new airport and residential area will be built on the reclaimed land. Some 16 million m3 of sand will be reclaimed and compacted. The construction of a 7 km revetment will be included in the contract. Van Oord will deploy several trailing suction hopper dredgers.

The development of Das Island will give an important boost to the local oil and gas industry. **Source : Van Oord**



NOORDHOEK SINGAPORE RENAMED IN SINGAPORE INSPECTOR



In Rotterdam the **NOORDHOEK SINGAPORE** (ex **Smit-Lloyd 61**) - IMO: 7606308, was renamed in **SINGAPORE INSPECTOR**, according information received the vessel will be homeported Zierikzee and flying the Dutch flag for the time being : **Photo : Ruud Zegwaard ©**

Seaspan Accepts Delivery of Two New Vessels

Vessels Commence Twelve-Year Time Charters with COSCON and K-Line

Seaspan Corporation announced the delivery of its 54th and 55th vessels, the **COSCO Thailand** and the **Brotonne Bridge**. The 8500 TEU **COSCO Thailand**, which was constructed by Hyundai Heavy Industries Co., Ltd., was delivered on October 15, 2010. The COSCO Thailand is on charter to COSCO Container Lines Co., Ltd. ("COSCON") of

China under a twelve-year, fixed-rate time charter. It is the sixth of eight 8500 TEU sister ships and the eighth of a total of eighteen vessels to be chartered by Seaspan to COSCON.

The **Brotonne Bridge**, a 4500 TEU vessel delivered on October 25, 2010, was built by Samsung Heavy Industries Co., Ltd. It is on charter to Kawasaki Kisen Kaisha Ltd. ("K-Line") of Japan under a twelve-year, fixed-rate time charter. The **Brotonne Bridge** is the first of five 4500 TEU sister ships and the third of a total of seven Seaspan vessels to be chartered to K-Line. **Source : StreetInsider**



The **MARNEDIJK** seen outward from Rotterdam – **Photo : Kees Torn (c)**

U-SEA Bulk securing two new buildings

U-SEA Bulk has entered into an agreement to secure two new building bulk carriers of the KamsarMax design for long term time charter with purchase options. The vessels will be delivered from Zhoushan Jinhaiwan Shipyard Co. Ltd. in China within 1st half of 2012. Each contract runs for a maximum of 12 years and generates up to 8760 vessel trading days to the U-SEA Bulk platform.

The vessels are secured as a profit taking hedge against the long term U-SEA Bulk Panamax cargo book, which earlier this year was expanded by significant commodity contracts concluded with ThyssenKrupp Slab International B.V.

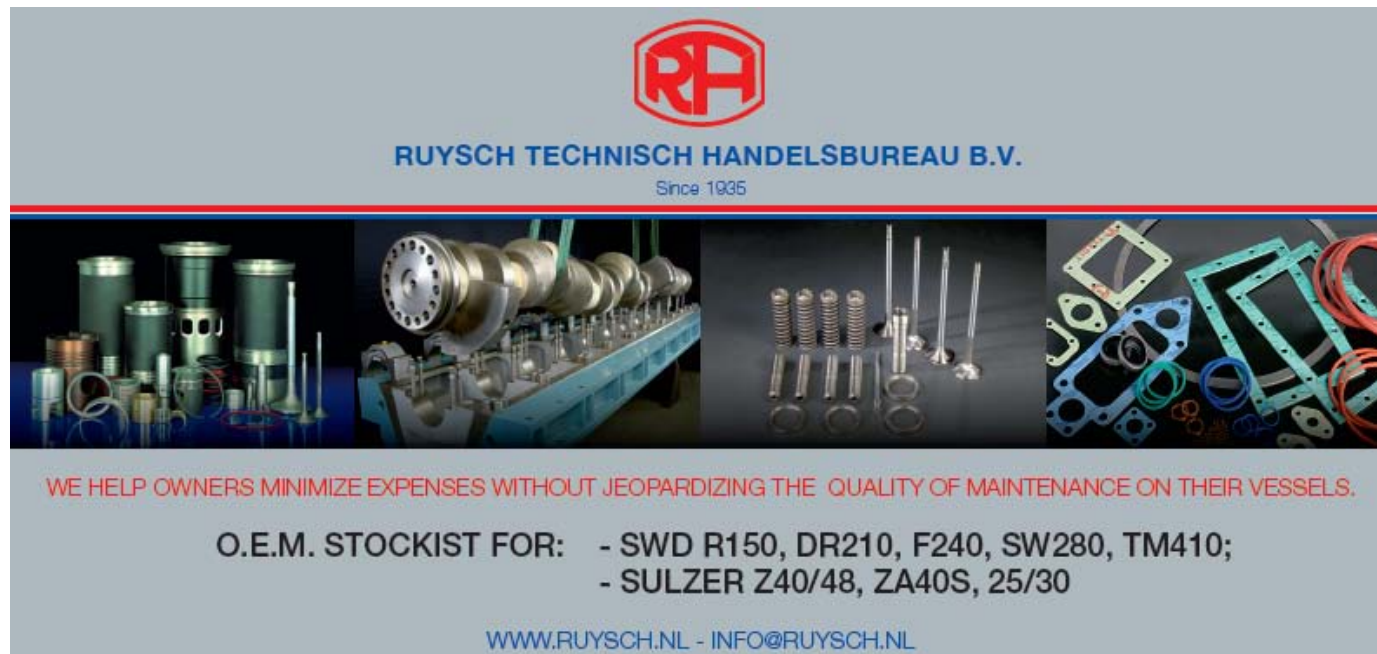
"This contract marks an important milestone in U-SEA Bulk's long term bulk fleet ambitions. We have for many years been working closely with shipyards and customers in Japan securing a sizeable new building dry bulk fleet, but with considerable growth plans scheduled within U-SEA Bulk, and Japan benefitting from a very full long term order book, we have been looking at establishing a new source of tonnage supply, and China may very well be the solution" says Henrik Sleimann Petersen, Executive Vice President and head of Ship Holdings at U-SEA Bulk.

Per Lange, CEO adds:

"China has come a long way in building high quality ships at competitive prices, and while the supply is large, we have maintained focus on yards offering high quality vessels, and with Zhoushan Jinhaiwan, we believe we have established a good match. We still have a large cargo book and shall continue to pursue attractive long term tonnage opportunities to secure profitable hedges against the long term cargo commitment".

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With the conclusion of the above contract, the total U-SEA Bulk new building portfolio now counts 17 vessels to be delivered up to 2014. Source : U-SEA Bulk



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The **VEERSEDIJK** seen off Newcastle – Photo : Helen Hoogendijk ©

Following dredging works, Zarzis port will accommodate vessels of up to 25,000 tons

The dredging works of the commercial port of Zarzis located in the governorate of Medenine , will kick- start at the beginning of 2011, reaching depth of 11 meters , to host larger vessels of up to 25,000 tons. The project that lasted three months, cost an estimated 12 million dinars and is expected to expand economic activity in the region. The dredging operation aims at avoiding the phenomenon of the accumulation of sand that over time have reduced the port's activities, which can only accommodate vessels with a capacity of 7, 000 and 10, 000 tons and therefore cannot accommodate regular shipping lines. Another important dredging project, which will be held every 6 years, is estimated at 40 million dinars and is planned to protect the port against the accumulation of sand. This second project

will open up broad prospects for the port, particularly through the establishment of a marine link with Europe to ensure the return of Tunisians living abroad and create new investment opportunities. In 2009, the commercial port of Zarzis hosted 759 vessels, and a total of 2, 28 million tons of cargo. **Source : Tunesia Online**

Norwegian Cruise Line to build two new ships



In a release, the line announced a return to Meyer Werft GMBH of Germany to build the next two ships, set for delivery in 2013 and 2014. Each 143,500 gross tons, smaller than 155, 873 ton **Epic**, will carry about 4,000 guests

"We have always been focused on a disciplined approach to capacity growth. Our decision to add two new ships reflects the significant progress we have made in improving our operating performance and repositioning the Company over the last several years, as well as the strong market demand we are seeing for Norwegian Epic and our other ships," said Kevin Sheehan, Norwegian Cruise Line's chief executive officer. "Building on the incredible success and popularity of Norwegian Epic, we are taking the best of what our newest ship has to offer, as well as drawing on our own legacy of innovation in the cruise industry, creating a new class of

Freestyle Cruising vessel that is sure to provide our guests with the unparalleled freedom and flexibility they have come to expect on a Norwegian cruise" **Source : Examiner**



The newbuilding **JAYA CAVALIER** conducted bollard pull tests at the Jaya premises in Batam (Indonesia)

Photo : Piet Sinke ©

VSTEP delivers NAUTIS software for 270-degree Class A simulator

Rotterdam/Buenos Aires, October 26th 2010 – Servicio Integral de Prácticos S.A. (SIPSA) in Buenos Aires, Argentina is the first "Maritime and Riverine Research and Training Center" to build a Full Mission Bridge Simulator running NAUTIS maritime simulation software. SIPSA has built a realistic bridge with 270-degree field-of-view using nine LCD TV screens. SIPSA will apply for DNV Class A certification of the simulator. The simulator integrates NAUTIS Maritime Training software, and was built to train maritime students and professionals in ship handling and navigation at any

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scenario. It also carries out maritime and consulting tasks, referred to the execution of new ports terminal's modern condition of operation. This is referred to, not only to the necessary installations and under structure, but also the operation of new ships, safety conditions and IMO's ruling. Having used traditional simulation technology for about ten years, and have shown their usefulness to the effects of maritime expert advice in large project's, SIPSA selected NAUTIS software for its new simulation center, because of the cost effectiveness of the solution, and the ease with which NAUTIS software can be integrated into their custom-built bridge. Another important advantage is that SIPSA staff can build their own vessels and 3D exercise environments and add them to the simulator. VSTEP CEO, Cristijn Sarvaas: "We are honored that such an experienced user of maritime simulators has selected NAUTIS for its new research & training center. SIPSA's choice shows that the new generation of simulation technology which NAUTIS represents can meet the stringent requirements set by the maritime simulation community. The powerful benefits of the new technology, such as low cost, flexibility for the user and superior visuals, will revolutionise the way simulators are used in the maritime community."

SIPSA Project Manager, Alberto Secchi: "NAUTIS was our first choice for maritime simulation training. It allows for realistic simulation of sailing maneuvers, docking, mooring to buoys, use of ropes and tugs, all sorts of failures and events, and different hydro meteorological and visibility conditions, daytime with good and bad visibility and nighttime. It allows for recording of maneuvers that are carried out so we can extract the respective technical conclusions through a very detailed analysis." SIPSA has proved to be a pioneer in the maritime simulation field, combining its own expertise in maritime simulation with the advantages of the NAUTIS software. The maritime professionals, officers and crews trained by SIPSA will benefit greatly from SIPSA's pioneering mentality.

Watch a video of the NAUTIS Class A Simulator at SIPSA: <http://www.youtube.com/watch?v=nYjgGoXL7ms>
or take a look at the images on : <http://picasaweb.google.nl/nautissim/SIPSAPressPictures>



The hull of T&T Bisso Salvage Asia latest salvage support unit **TTB SALVOR** seen with a fresh coat of paint whilst moored at **PT Worldwide Equipment** in Batam (Indonesia) - Photo : **Piet Sinke** ©



The **MIGHTY SERVANT 3** made a brief bunkerstop in Cape Town last Sunday - Photo : Glenn Kasner ©

Horizon Lines to Take Delivery of 12,500 New Containers

**Carrier Completes Live Test Run of New Five Star Express (FSX) Service
Initial Voyage in December Already More Than 45% Committed**

Horizon Lines, Inc., the nation's leading domestic ocean shipping and integrated logistics company, announced it will add approximately 12,500 new containers to its international and domestic shipping network to support existing customers and the carrier's new Asia liner service launching in December.

"We continue to make great progress with our new China service," said Brian Taylor, Senior Vice President of International Services at Horizon Lines. "Market receptivity to our new service remains very strong and as of today, we are now over 45% subscribed on the first sailing."

Beginning on December 13, 2010, Horizon Lines will launch a weekly liner service, named the Five Star Express, with port calls at Shanghai and Ningbo in Central China; and Los Angeles and Oakland in California. Using five 2,824 TEU capacity Hunter Class vessels, Horizon Lines will offer some of the fastest transit times in the transpacific trade, including 11-day port-to-port transit from Shanghai to Los Angeles, with Monday morning cargo availability every week at the nation's busiest import gateway.

Horizon Lines completed its first live test of the service last month with the Eastbound voyage of the Horizon Enterprise, as it stopped in Shanghai on its return from a dry-dock in Asia. Customer support was very strong and all operations were handled by Horizon Lines' new Owner's Representative and General Agent in China with great success. In August, Horizon Lines announced Mr. Hon Wing Lam as its Owner's Representative and Ben Line Agencies as its General Agent to support the company's ongoing sales and operations in Shanghai and Ningbo.

OLDIE – FROM THE SHOEBOX



The US Salvage & rescue tug **OPPORTUNE** (ARS 41) in Naples in 1979. **Photo : Gejtu Spiteri (c)**

The 65 mtr long 2780 hp diesel-electric, (twin screws) **OPPORTUNE** was commissioned in service on October 5th, 1945. She was a Diver and Bolster class Salvage ship. She was built for diving support, salvage & towing. The **ARS 41 OPPORTUNE** was decommissioned and struck from the Naval Register, 30 April 1993. Her title was transferred to the Maritime Administration (MARAD), 1 February 1999. **Opportune** was laid up in the National Defense Reserve Fleet, James River, Fort Eustis, Virginia.

Final Disposition: a contract for scrapping was awarded to **Bay Bridge Enterprises**, Chesapeake, Virginia, and **Opportune** was towed from the National Defense Reserve Fleet, James River to Bay Bridge Enterprises, Chesapeake, Virginia, 5 December 2003.

.... PHOTO OF THE DAY



Above seen the TSHD **SEAWAY** operating the the Brazilian port of Fortaleza – **Photo : A.Radko (c)**

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