

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 326



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**Above seen the PSV E.R.Athina approaching Peterhead, Scotland.  
Photo : Jim Prentice – <http://Caledoniantransportphotos.blogspot.com>**

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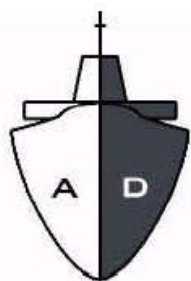
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## EVENTS, INCIDENTS & OPERATIONS

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Above seen HAL's **Amsterdam** docked in Sydney Australia. Photo : Stoyan Stefanov

## Svitzer prepares to leave Swedish flag

Svitzer is preparing to re-flag their Swedish flagged tugboats. "We have told our employees and the unions about our intentions. We want an open process", says Torsten Holst Pedersen, managing director at Svitzer's Scandinavian region. The reason behind the decision is the unequal competition between flags in the region.

"It is not a level playing field, and the Swedish government has shown it has no intention of doing anything about it." The Danish tugboat giant is aiming at flagging the vessels in the Faeroe Islands register, not the Danish International Register, DIS. "It is for the sake of our employees. DIS is a net salary system and our crew would have payed 0 percent tax in Denmark and still 35 percent in Sweden, and there wouldn't have been much left of the net salary. The Faeroe Island register uses a gross earnings system", says Torsten Holst Pedersen who think negotiations with the unions will begin in a few weeks time. "If everything goes the way I want, and we get an OK for everything, I hope

the process can be finished during the first quarter of 2011. How many tugs this will concern is not yet clear, it might be ten or twelve. Because of practical reasons it might very well be that we will first flag some vessel to Sweden before we re-flag them." **Source : ShipGaz**

## **Due to travelling abroad this week the newsclippings may reach you irregularly**



The Dutch pilot tender **DRACO** seen departing from Hoek van Holland Berghaven – **Photo : Wim Groen ©**

## **Navy in dash to aid pirate attack ship**

A CHINESE Navy ship is heading at full speed to rescue a China Ocean Shipping vessel off Arabian Sea, as the crew onboard has fought off pirates for hours to keep them away from boarding. The warship was due to arrive last Friday morning to help the Chinese ship attacked by pirates, about 1,550 kilometers from a gathering spot for a Chinese Navy escort mission in north Indian Ocean, the China Maritime Search and Rescue Center said.

Twenty-six Chinese crew aboard the **Lecong** have fought off the pirates, said Zhai Jiugang, director of the CMSRC chief duty room. The center received a call for help at 9:30pm on Thursday, Zhai said.

The center dispatched a warship from escort duty in the Gulf of Aden at 9:45pm on Thursday. All the crew members onboard are Chinese, Zhai added. They fired high-pressure water jets at the pirate boats to stop them boarding. One of the 26 crew members was injured in the fight, Zhai said.

Vessels should pay great attention to safety as the area had reported a series of pirate attacks recently, Zhai warned.

About a week ago, pirates hijacked a cargo ship, Panama-flagged ship **Yuan Xiang**, with 29 Chinese sailors aboard in the Arabian Sea. The rescue center said it failed to contact the ship and the fate of the Chinese sailors remained unclear. **Source : shanghai daily**

## **Denies involvement in crash**

Arkhangelsk-based Northern Shipping Company says their vessel "**Vladimir Timofeyev**" had nothing to do with the collision where a Norwegian fishing boat sank. In a press-release sent from the Northern Shipping Company's main



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office in Arkhangelsk on Saturday, the company threatens to sue anyone distributing inappropriate information about the company.

In the press-release sent to BarentsObserver and several other Russian media, the company denies all involvement in the crash with the small Norwegian fishing vessel "**Fløygunn**" off the coast of Eastern Finnmark in the Barents Sea late evening on November 18th.

The Norwegian vessel later sank and the crew of three was rescued under dramatic circumstances. The Norwegian police believe "**Vladimir Timofeev**" was involved and the Norwegian coast guard vessel "**KV Farm**" wanted to meet the Russian vessel, but the captain onboard "**Vladimir Timofeyev**" instead steamed towards Russian waters east of the Varanger Fjord before the coast guard vessel arrived.

In the press-release, Northern Shipping Company says they did not violate any Norwegian legislative norms by sailing into Russian waters, since the vessel hadn't done anything wrong. At the time of the crash, Thursday evening at 21.00 Norwegian time, "**Vladimir Timofeyev**" was eight miles west of the Norwegian fishing vessels, reads the press-release.

Northern Shipping Company also says another vessel was nearby the crash site. The vessel "**Yutai Ambitions**" was in the area according to navigation data from "**Vladimir Timofeyev**".

Information from the vessel positions systems posted on MarineTraffic.com confirms that the Hong Kong flagged dry cargo vessel "**Yutai Ambitions**" was sailing eastwards of the coast of Finnmark towards Murmansk on Thursday evening November 18th. It is not possible to read from the vessel positioning system which vessel that was nearest the wooden Norwegian fishing vessel. **Source : BarentsObserver**



The **PAKJESBOOT II** with onboard "**Sinterklaas**" arrived in Puttershoek  
**Photo : Marijn van Hoorn ©**



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## Two Chinese ships seen near disputed islands

Two Chinese ships were spotted near islands at the centre of a dispute between Beijing and Tokyo, Japan's coast guard said, as diplomats try to mend ties after a bitter row. A Japanese patrol aircraft saw an advanced Chinese fisheries patrol ship in waters near the island chain in the East China Sea around 8:25 am (2325 GMT) on Saturday, a coast guard spokeswoman said, before finding a second vessel 20 minutes later.

Japanese patrol ships repeatedly told the vessels not to enter Japan's territorial waters, she said. The coast guard later said the Chinese ships were cruising around the disputed islands, responding to the radio messages by saying they were on a "justifiable mission". Both countries claim the potentially resource-rich islets, known as the Diaoyus in China and Senkakus in Japan, along with the nearby seas. The latest dispute broke out in September and has brought ties between the Asian rivals to their lowest point in years, fuelling nationalist anger in both nations. Leaders are now gradually trying to mend relations.

Saturday's maritime encounter came after a helicopter-equipped advanced fisheries vessel left Guangzhou in China for the East China Sea on a mission that could last 20 days, according to a report on Tuesday by the state Xinhua news agency. It was unclear whether a chopper was on board because the ship closed the shutter of its helicopter hangar, Japan's coast guard said. It was the first time since October 24 that Chinese patrol vessels had been seen operating in the region, Japan's Jiji Press reported.

"The two vessels came as close as 23 kilometres (14 miles) to the islands," the coast guard spokeswoman said, adding that the ships had not entered what Japan considers its waters. "They seem to be travelling just outside our territorial waters," she said. The ship that set off from Guangzhou, the 2,580-ton **Yuzheng 310**, is "the fastest (of China's fishery patrol vessels) and had the most sophisticated technologies", Xinhua quoted an official as saying Tuesday. The other Chinese boat was identified as "**Yuzheng 201**", Japan's coast guard spokeswoman said. As of early afternoon, the Chinese ships continued to cruise in the area, travelling counterclockwise around the disputed islands, the coast guard said, while the Japanese ships continued to warn them not to enter Japan's waters.

"To our warnings, **Yuzheng 310** has repeated responses such as 'we are conducting a justifiable mission'," it said in a statement. The Japanese government has set up a team to relay up-to-date information on the situation to various ministries, Jiji Press said. The encounter comes as Japan and China attempt to get their relationship back on an even keel. The row erupted in September when the Japan Coast Guard arrested a Chinese trawler captain for allegedly ramming two of its vessels in the area. The arrest sparked serious protests from China, which cut or dramatically reduced political, cultural and economic exchanges with Japan. On the sidelines of a regional summit in Japan at the weekend, the two sides appeared to take a step beyond the dispute when Chinese President Hu Jintao held a meeting with Japanese Prime Minister Naoto Kan. Hu promised that China was committed to being a good neighbour, as concerns rise over its assertive behaviour in the Asia-Pacific. **Source : Zeenews**



Cobelfret's latest fleet addition the **OPALINE** seen arriving in Rotterdam-Europoort enroute the Brittanie harbour  
Photo's : Cees de Bijl ©



## BV launches Polar rules

Classification society Bureau Veritas (BV) has published new rules for Polar class vessels and specific guidance on ice/structure interaction. The rules are aimed at speeding Arctic and Caspian Sea oil and gas development by facilitating the building of tank, cargo and offshore service vessels which can operate unsupported by icebreakers in very heavy ice. The guidance note aims to facilitate floating LNG and oil platform construction in high Arctic conditions.

According to Philippe Baumans, director of development, BV, "BV's new 'Rules for the Classification of POLAR CLASS and ICEBREAKER Ships', bring together for the first time the requirements for icebreakers and the requirements for



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Polar class cargo and other service vessels such as oilfield support vessels. Our Polar rules covered the requirements for ships operating in the high Arctic, accompanied by an icebreaker, and there are separate rules for icebreakers. But for extracting oil and gas from the Arctic, and also from the very icy and difficult Caspian Sea, there is an increasing demand for vessels which can carry cargo and also ram and break ice unsupported by an icebreaker. Under our new Polar rules that is possible and the owner can choose an icebreaker class from 1 to 7 for the cargo vessel, tanker or psv they need, which will reflect the heaviness of the ice that can be dealt with unsupported."

BV is currently classing a series of offshore vessels specifically for the Caspian Sea, which has very heavy ice characteristics. "We are considering a specific Caspian notation, as although the ice requirements in the Caspian are similar to the Arctic in some ways, in others they differ," explains Baumans. "Understanding ice loads and structure in detail is vital to that, as it is for the new generation of offshore floater that will be needed for high Arctic fields such as Shtokman."

That is why BV has published Guidance Note NI565 'Ice Characteristics and Ice/Structure Interactions'. The purpose of this Guidance Note is to collect and provide data on ice characteristics as well as giving some guidance on the calculations of the forces generated by the ice on ships and offshore structures. It indicates some information on the different types of ice and on their mechanical properties. It gives some analytical formulae and methodologies to estimate the forces applied on the structures due to ice, with respect to the different modes of failure of the ice.

"We have done extensive work with St Petersburg University and Aker Arctic on ice loads, much for the Shtokman project and aimed at clarifying the needs for floating LNG platforms and LNG shuttle tankers. These guidance notes are a way in which we can share that knowledge with industry," explains Baumans. "We have further refined our IceSTAR ice load calculation software, which we hope to make available to industry next year. We also expect to publish new rules and guidance for using podded propulsion in ice next year. That will facilitate the development of double acting tankers and gas carriers. They will break ice stern first and make ocean transits bow first, maximising the hull form efficiency in each environment." **Source : The Motorship**



In Hoek van Holland, last Saturday afternoon at the location of the **"DE REDDER"** monument a ceremony was held to remember the 2 crew members who lost their lives last week with the accident of the **FAIRPLAY 22**

**Photo : Frans de Lijster ©**

## Dutch Services Providers More Upbeat On Stronger Oil Market

The recovery in energy prices fueled by growth in emerging markets is boosting the prospects of service providers to the energy and commodity sector, including two leading Dutch companies that issued trading statements Thursday. After the global downturn caused commodity prices to drop steeply, many oil and raw material companies postponed decisions to invest in new capacity. But prospects are improving again, according to two Dutch companies who depend on these investments to grow their businesses.

"It appears that the oil and gas industry will resume increasing investment levels for the development of new fields. It is expected that these investments will increase by about 12% worldwide in 2010 compared to the previous year and will further increase in 2011," Dutch oil services provider Fugro NV said in a trading statement Thursday.

The global credit crunch squeezed access to credit, oil prices plummeted to a low of about \$30 a barrel and the economic downturn caused uncertainty over the prospects of energy demand. This was followed by the BP PLC (BP) Macondo accident, after which the U.S. barred new deepwater drilling in the Gulf of Mexico.

"Since we came out of the economic crisis you've seen an increase in confidence in the demand for oil and gas," said Otto Waterlander, partner and consultant to the energy sector at Booz & Co. "Confidence in the growth of oil and gas demand is rising," he added. "On top, the oil price seems to stabilize around \$80 per barrel."

The statements made by Fugro NV (FUR.AE) were echoed by Dutch dredging and maritime services group Royal Boskalis Westminster NV (BOKA.AE), which said that "in several regions of the world, customers in various market segments are busy developing numerous initiatives for new and in some cases large maritime infrastructure projects." It added that this did apply in particular to projects related to energy and raw materials in South America, West Africa and Australia. "The majority of these projects are expected to come to market in 2011 and 2012," it said.

"These are three areas where a huge amount of projects will be carried out in years to come," said Waterlander, pointing towards activity in Brazil, Angola and Australia in particular. "These governments have made clear decisions to invest, and large oil companies are now moving in their direction," he said.

In early November, Boskalis announced it had won contracts in Nigeria, Morocco and Congo with a total value of approximately EUR100 million. The largest contract was awarded in Nigeria by Saipem and involves dredging and equipment maintenance support work for an operational oil facility. Two other recently awarded projects located in Morocco and the Republic of the Congo are port-related.

Boskalis is a services provider operating in the dredging, maritime infrastructure and maritime services sectors, including the construction and maintenance of ports and waterways, land reclamation, coastal defense and riverbank protection. It's also benefiting from a rebound in global trade, which results in an increased demand for its towage services.

Fugro Chief executive Klaas Wester recently told Dow Jones in an interview that robust energy industry activity in West Africa and Brazil and other hot areas was keeping business fairly robust.

The U.S. in early October lifted the government moratorium on new drilling, while maintaining some significant restrictions on new activity. Wester also said there are indications that seismic activities will start again in the Gulf of Mexico towards the end of the year. Over the longer term the incident might even have a positive impact on oil services providers, Waterlander said.

"Measures that will be implemented as a result [of the Macondo incident] will have an element of more security before the start of a project and more research," he said.



Fugro, which is listed on the Amsterdam AEX-index, collects and interprets data related to the earth surface and provides advice to the oil & gas, mining and construction industries. Some 75% of its sales come from the oil and gas industries and among its clients are the major oil companies, like Royal Dutch Shell plc (RDSA.LN), BP and Petrobras.

Around 1520GMT Fugro shares trade 3% higher, while Boskalis's shares are up 9.7%, compared to a 1.4% rise in the benchmark AEX-index. Despite improving prospects, both companies reported that their backlog of work remained largely unchanged during the three months ending Sept 30. **Source : Dow Jones**

## GEZOCHT!



Orginele bouwtekeningen van MAST (tek. nr. 137 694) en WINCHES van de Nieuwe Rotterdamse Sleepdienst (NRS) sleepboot **HOEKSEBANK** (of zusters **Breed- Brielse- Schelde- Banjaards- Steen- Schouwenbank**) 2800 pk klasse voor modelbouw.

Tevens ook tekeningen gezocht van alle andere NRS sleepboten.

Reacties gaarne naar [indusbank@gmail.com](mailto:indusbank@gmail.com)

## 16 Sri Lankan fishermen detained by Coast Guard

Indian Coast Guard today apprehended 16 Sri Lankan fishermen who were illegally fishing in three boats in Indian waters off Karaikal in Puducherry.

"ICG ship '**Sagar**' on a routine patrol off Karikal this morning sighted three Sri Lankan boats with 16 crew, who were poaching in Indian waters. These boats with the fishermen are being brought to Chennai for handing over to the police", an ICG release here said.

The ICG has launched extensive aerial search operations to ensure the poachers if any are detected and apprehended. ICG ships and aircraft were kept ready for operations at short notice for apprehension of poachers, if detected in aerial search, the release added **source : deccan herald**

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## Carnival Splendor stranding: tug boats, sandwiches and a \$56m bill



The stranding of **Carnival Splendor** last week looks set to cost Carnival Cruise Lines about \$56 million. The ship, which was carrying 3,299 passengers, became crippled after a fire and was left stranded for three days.

**Splendor** was left without power and electricity on November 8, just one day after setting sail for a seven-day cruise along the Mexican Riviera. The problem occurred after an engine room fire knocked out power.

The ship, which should have been arriving back in Los Angeles on Sunday, was towed to San Diego via tug boats. It is expected to be back in service by January 16, 2011. As a result, Carnival said it estimated "the total impact from voyage disruptions and related repair costs will result in an approximate \$0.07 reduction in the company's 2010 fourth-quarter earnings per share", which works out at **\$56 million**.

Passengers finally disembarked in San Diego on November 11 with stories of flooded toilets that would not flush, and two hour queues for sandwiches, with no hot food available, and complete darkness in their cabins.

US helicopters were forced to make emergency air drops of navy rations, which included Spam

and Pop Tarts. Carly Perkins, Carnival marketing services manager for the UK and Ireland, said the 12 British and all



other guests on board would receive a full refund and a complimentary seven-night future cruise equal to the amount paid for this voyage.

She added: "Carnival had 100 people waiting at the port to arrange accommodation for guests that required it. Most of the British passengers were cruise-only, and Carnival will offer them accommodation until they resume their holiday."

Carnival's senior cruise director, John Heald, who was sailing on **Splendor**, blogged about his experience while onboard. "I don't smell of roses at the best of times," he said. "But as the laundry is not working and I only have two pairs of underpants I smell like Paris on a hot summer's day."

He admitted the experience had been a "challenge" but said he had been making continuous announcements from the bridge to keep guests informed. "One thing is for certain," he added, "I doubt anyone onboard will ever want to eat a sandwich ever again." **Source : TTG**

## **CASUALTY REPORTING**



## **U.S., Canadian navy ships collide**

A Canadian navy frigate and a U.S. navy ship collided Thursday night during a routine re-fuelling and re-supply mission.

Canadian navy spokeswoman Jeri Grychowski said nobody was hurt and the damage to both ships was "superficial," consisting of scrapes and dents on both hulls.

Her Majesty's Canadian Ship (HMCS) **Charlottetown** seen alongside the United States Naval Ship **Kanawha** for a Replenishment at Sea (RAS) during **Task Group Exercise (TGEX)** in the Atlantic Ocean on 14 November 2010.



Canada's 134.1-metre **HMCS Fredericton** collided with the U.S.'s 203-metre replenishment oiler **USNS Kanawha** off Florida's east coast while **Kanawha** was refuelling **Fredericton**. Grychowski said it's unknown what caused the collision, but said an investigation is underway. **Source : Toronto Sun**



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## NAVY NEWS

### Sailing into the sunset

The valiant **Ark Royal** aircraft carrier heads to her final resting place after 25 years of loyal service

It was an historical and moving moment in the life of the Royal Navy ship known affectionately as the Mighty Ark. Proudly towering over the flotilla of tugs and patrol boats, **HMS Ark Royal** sailed into the sunset for the last time after 25 years of valiant service. Gone were the combat-ready Harrier Jump Jets. Gone was the ammunition. The magnificent aircraft carrier that served in Bosnia and the 2003 Iraq invasion is being decommissioned.



**Farewell voyage: The Royal Navy's flagship the **Ark Royal** arrives on the River Tyne before making the short journey down the coast to Newcastle where she was built by Swan Hunters at Wallsend**

**Photo : Kevin Blair ©**

Government defence cuts mean an end of era for the Ark Royal--the fifth Royal Navy ship to bear the name of the famous 1587 flagship that defeated the Spanish Armada in 1588. In 1839, J.M Turner's iconic oil portrait The Fighting Temeraire, paid tribute to the victorious gunboat at the Battle of Trafalgar as the old-fashioned tall-masted warship was towed to its fate by a steam tug. Today as she headed for her final resting place, the Ark Royal was in need of no such assistance. She took her final voyage down the Firth of Clyde for the last time and was given a water cannon salute by the flotilla before turning towards the islands of Bute and Arran and then down the north coast. The carrier had spent five days at Glen Mallan Jetty on Loch Long for the removal of ammunition.



Last salute: The crew and officers of the [Ark Royal](#) on deck as their ship arrives on the River Tyne for the last time before she is decommissioned – [Photo's : Kevin Blair ©](#)



Lieutenant Commander Gordon Ruddock, a former senior warfare officer on Ark Royal, watched the ship's final few moments on the Clyde. He said: 'Ark Royal has been a regular visitor to Scotland, both at Glen Mallan and Faslane and as a frequent participant in the multinational Joint Warrior exercises. 'It's a sad day to see her leave Clyde shores for the last time. 'The ship has a real community feel and the crews have always been both welcoming and friendly, as well as very professional and capable. [Source : dailymail.co.uk](#)

## Bribe slur haunting Nicolas Sarkozy

THE French President is fighting to prevent a scandal involving allegations of high-level corruption - and even murder - defining his bid for re-election. Nicolas Sarkozy is suspected by investigators of involvement in alleged kickbacks to help finance Edouard Balladur's 1995 presidential campaign from illicit commissions said to have been paid on the sale of three submarines to Pakistan. At the time, Mr Sarkozy was a junior minister backing Mr Balladur, the prime minister, against Jacques Chirac, their party leader. The so-called "Karachi affair" began in 1994 when France sold three submarines to Pakistan. It is alleged Pakistani and French officials took a cut from the contract and that some of that money found its way, a year later, into Mr Balladur's election war chest.

Mr Sarkozy, who dismissed the affair in June as a "grotesque fable", is alleged to have been involved in the transfer of the illicit funds. The President cannot be prosecuted while in office, but the shadow of sleaze could dog his re-election campaign. Yesterday, the left-wing opposition and families of 11 French workers killed by a car bomb in Karachi in 2002 called on Mr Sarkozy to answer questions over the E820 million submarine deal. Socialist leader Martine Aubry called for absolute transparency. The Communist Party said: "We are facing a corruption scandal at the highest level of the state." The controversy is seen as a symptom of the long feud between Mr Chirac and the Balladur-Sarkozy pair, who betrayed him in 1995 by trying to block his path to the presidency. Mr Chirac was, at the time, the boss of both as leader of the Rassemblement pour la Republique, the Gaullist movement. The scandal erupted in March last year when a French judge expressed his strong suspicion that the 2002 Karachi bombing, which killed 11 French submarine engineers and local dock staff, had been ordered by Pakistani military officers and not by al-Qa'ida, as Pakistan had claimed.

The judge told the families of victims he believed the attack was retaliation for Mr Chirac's decision in 1995 to halt payments of E83m in commissions to Pakistan. He suspected the newly elected president had stopped payment to prevent further funds from reaching Mr Balladur's political campaign. Suspicions that some of the bribes were kicked back to France intensified in January when the Luxembourg police reported that Mr Sarkozy had set up a company there in 1994, when he was Mr Balladur's budget minister. "We are led to believe in the existence of a form of retro-commission to pay for political campaigns in France," the Luxembourg police told the French judge investigating the matter. Mr Sarkozy denies the claims. But suspicion increased when it became known Mr Balladur's 1995 campaign accounts contained E1m in unexplained cash. **Source : The Times / The Australian**

## **Skipper of attack sub Memphis fired**



The US Navy has fired the commanding officer of the attack submarine **Memphis** as 10 members of his crew are under investigation in an alleged cheating ring involving shipboard training exams, according to a Navy release.

Capt. Charles Maher was relieved Thursday by Capt. William Merz, commander of Submarine Development Squadron 12, because of a "loss of confidence in Maher's ability to command." The release noted there was no evidence Maher was involved in the cheating ring, but stated his command had "fostered an environment which failed to uphold

the high standards of integrity of the submarine force." Maher was assigned to administrative duties at Submarine Group 2 in Groton, Conn. Capt. Carl Lahti, previously deputy commander of the development squadron, has taken command of **Memphis**. **Source : NavyTimes**

## **German Type 212 visits Oslo**

Noticed this article in a Norwegian newspaper, they got a video guide of the inside of this nice u-boat, Have a look yourself, the article is in norwegian, but the video is in English :

<http://www.dagbladet.no/2010/11/18/n...sbat/14353353/>





The 19th of November 2010 marked the first day of the permanent residency of the **MRH-90** helicopter at **HMAS ALBATROSS**, home of the Royal Australian Navy Fleet Air Arm. The **MRH-90** will be maintained and operated by NUSQN 808 which will be based at **HMAS ALBATROSS**

## SHIPYARD NEWS

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The **SAMPSON** seen passing IJmuiden enroute Shipdock in Amsterdam

Photo : Marcel Coster ©

## DFDS orders two ro-ro carriers for naval contract



The ARK FORWARDER – Photo : Cees de Bijl ©

DFDS Seaways has signed a contract with P+S Werften G.m.b.H. (formerly Volkswerft) in Stralsund for two ro-ro units with a capacity of 3,000 lane metres on deck and 342 TEUs. The two newbuildings have a price tag of EUR 128 million and will be delivered in 2012. They are part of the contract recently signed between DFDS and The Danish Military Command concerning so-called **Ark Project**, which has been extended from the current three ro-ro vessels to five units. Furthermore, the new contract covers the period from 2010 to 2021. One of the Stralsund newbuildings will be full-time chartered by the Ark project while her sister vessel and a further three units will be chartered by the Naval Command when needed. When the ships are not operating in the Ark project, they will be deployed in the DFDS network. The two new vessels will be financed by loans from German KfW Ipex-Bank G.m.b.H. The ro-ro carriers currently on charter to the Ark Project are the **Tor Futura**, the **Ark Forwarder** (chartered from Stena Ro-Ro) and the **Tor Dania**.



The MPR 2 seen ready at the Neptune yard in Aalst for launch and commissioning – Photo : Peter Moree ©

## Odfjell meets Sevmash in Arkhangelsk court

Norwegian tanker company Odfjell's court case against Russia's biggest shipyard, the Sevmash, will start in Arkhangelsk early December. The Norwegian company informs about the upcoming court case in its quarterly report presented on Wednesday this week. The court case will start in Arkhangelsk early next month, E24.no reports.

Odfjell earlier this year announced that it intended to sue the Russian shipyard following the yard's refusal to pay a 44 million USD fine awarded by the Stockholm Arbitrary Court in January. The Odfjell-Sevmash story started in 2004 when the Norwegian company signed a contract on the construction of 12 tankers with Sevmash. The deal was then described as historical in Norwegian-Russian industrial cooperation. The agreement worth 450 million USD was the biggest order ever made by a Norwegian company in Russia. However, the relationship between the parts soon started to show signs of trouble.

Sevmash proved unable to deliver the vessels in line with contract conditions. Odfjell in early 2008 cancelled the contract. Odfjell's CEO Terje Storeng then said that the Russian shipyard had "acted with disrespect as well as a lack of will to meet the contract conditions". –They have shown no will to try to understand that this is a commercial project [...] and deliberately sabotaged and delayed the project, he added **Source : BarentsObserver**



The "Carnival Pride" going back into the water after drydocking in Freeport, Bahamas

Photo : Ursa Crew ©

## ROUTE, PORTS & SERVICES

## Three Wallenius vessels reflagged



Wallenius has begun the process of reflagging to Singapore. In June, the family-owned shipping company announced its intention to reflag seven vessels and this autumn, the first three – the **Don Juan**, the **Don Quixote** and the **Elektra** – have changed flags. Next year, two more ships will go the same way, as well as another two in 2012. "Which ships those will be has not yet been decided", says Cecilia Kolga, Head of Corporate Communications at Wallenius. Swedish crews will be placed on other ships in the Swedish-flagged fleet. The agreements with TAP (temporary) staff will be fulfilled but the contracts will not be renewed. Supernumerary Swedish officers will be offered work under "The Internationalisation Agreement" in the Singapore-flagged fleet. The reason for reflagging is the need to reduce vessel operating costs and the administrative costs in the shore based organisation. Currently, Wallenius has 18 Swedish-flagged vessels, 11 Singaporean and 5 Panamanian. **Source : ShipGaz**



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ACTA Marine's **COASTAL DIGGER** seen in Den Helder – Photo : Willem Koper ©

## Authority says new dredging a matter

DREDGING is set to resume in Port Phillip Bay with the vessel **Cornelis Zanen** arriving to carry out what the Port of Melbourne Corporation calls "maintenance dredging". Part of the fleet that carried out channel deepening in the bay and at The Heads, the **Cornelius Zanen** arrived in Port Phillip Bay on the weekend and is being fitted with specialist equipment before depositing a cap on a dredging spoil ground in the north of the bay.

POMC chief executive Stephen Bradford said maintenance dredging had been carried out to maintain depths around port berths and the channel to Station Pier. "As a mandatory environmental requirement, this material must be capped with clean sand after a period of settling," he said. **Source : peninsula weekly au**

## Malaysia's Sapangar Bay port increases lifting capacity

More main line operators' container vessels will be calling at the Sapangar Bay Container Port in Kota Kinabalu with the arrival of two Panamax-size ship-to-shore (STS) gantry cranes, said the port's chief operating officer Mohd Shahid Nawab Khan. Bought from Shanghai Zhenhua Port Machinery Co Ltd (ZPMC) at a cost of US\$13.78 million, the new gantry cranes are expected to be commissioned by March next year, reported Business Times. Mohd Shahid said the new gantry commissioning of the new cranes will further enhance the shipside container handling productivity and efficiency of the port. Equipped with a handling capacity of 40 tonnes and boom outreach of 38m, the new cranes will be used for loading and unloading of containers in addition to the existing three units of mobile harbour cranes currently available at the port. The SBCP is managed by Sabah Port, a wholly-owned subsidiary of Suria Capital Holdings. **Source: cargonewsasia**



Heerema's **RETRIEVER** and HERMOD arrived in Cape Town – **Photo : Aad Noorland ©**

## Dhaka rivers to get lifeline

**Tk 945cr project work starts next month to keep them flowing round-the-year**

Morshed Ali Khan Water in the capital's river system -- the Buriganga, Turag, Balu and Shitalakkhya rivers -- will flow unceasingly in three years, said Humayun Kabir, chief engineer (central) of Water Development Board. The inspiring news came with the launching of Tk 945 crore Buriganga River Restoration Project, in which about 62 kilometres of New Dhaleshwari, Pungli, Bangshi and Turag rivers in the upstream would be dredged to restore the ceaseless flow with the Jamuna.

A stretch of 162.5 kilometres between Dhaka and New Dhaleshwari offtake, almost half a kilometre downstream of the Bangabandhu Bridge, would be restored to maintain flow in the river system of the capital round the year. "We have floated tender for the first-phase dredging of 62 kilometres and hope to start the work by December 11 this year and

complete it in three years. The government has already given Tk 80 crore for the project," Humayun Kabir, also the project director, told The Daily Star.

The idea is to keep the branching point of the New Dhaleshwari flowing round the year and divert at least 245 cubic metres of water per second into the city's river system. A sluice gate would be built at the Jamuna confluence to contain floods, which will ensure water flow during the dry season automatically flushing pollutants.

The engineers and experts involved in the project, however, said restoring water flow alone cannot remove pollutants from the rivers. Installation of effluent treatment plants (ETP) should be made mandatory for all industries and organisations, for instance Dhaka Water Supply and Sewerage Authority (Wasa). Humayun Kabir said they would start the dredging from Dhaka end where 23 kilometres stretch of an area unfortunately overlaps with the Bangladesh Inland Water Transport Authority's dredging plan in the Buriganga and Turag. "We will soon find a solution," he added. The dredging, both mechanical and at places manual, would reward 6.5 million cubic metres of sand, technically called dredging spoil. This sand is a highly demanded commodity in the construction sector with a market price of Tk 70.62 per cubic metre. The extracted sand in the project would generate around Tk 45.90 crore.

"We are not taking the trouble of managing the spoil rather decided to handover the responsibility to the contractor. While bidding for the work a contractor would be required to deduct the estimated amount earned from the sand," said Humayun Kabir. During the dry season and about seven months a year the water flow in the entire river system of the capital remains cut off. The Buriganga, Turag, Balu and Shitalakkhya become stagnant during the time when millions of gallons of highly toxic industrial and human waste keeps accumulating in the water turning the environment extremely unhygienic and ruining the biodiversity.

During monsoon rising water in the Jamuna floods the silted riverbeds at the confluence and flow into the river system around the city flushing polluted waters downstream. The Buriganga River Restoration Project would also resume the age-old waterway after over two decades. Goods from the southern part of the country can be transported faster through these channels. Moreover, several regions along the route would benefit in terms of irrigation and transportation of goods by waterway.

The government is now headhunting for a candidate with thorough knowledge on river system for the proper implementation of the project as the incumbent project director is soon going on retirement. "The project is going to change socio-economic scenario of the entire region and enhance the transport system reducing pollution," said Naimul Ashraf, a hydraulic engineer and river-system expert. "Thousands of trucks transport goods from the southern regions of the country to the capital every day. This pressure on the highways could be drastically reduced by the opening of the channels at the Jamuna confluence," he added.

The institute of Water Modelling conducted the feasibility study on the project in April 2003. Experts believe that diverting water will not affect the environment as over 2,000 cubic metres of water flows through the Jamuna every second usually during the dry season **Source : The Daily Star**

## **LUKOIL-Bulgaria Bunker makes the first bunkering with MGO at Constanta Port**

LUKOIL-Bulgaria Bunker has made the first bunkering with gasoil (MGO) at the port of Constanta (Romania) to the vessel of CMA CGM Holanda, as well as to the vessels AGAT and ULLA SCAN, the company's press release said.

Thereby the company has expanded the range of fuel grades to be supplied at the port. The bunker barge Navi (former Unicom Energy), which was acquired by LUKOIL-Bulgaria Bunker and passed scheduled maintenance, operates in Constanta. **Source: lukneva.ru**



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## Canada welcomes China's participation in port program

Canada on Friday welcomed China's participation in its Asia Pacific Gateway and Corridor Initiative (APGCI) program, which aims to turn the country's west coast ports into a major entry point for Asian goods into North America. Stockwell Day, president of Canada's Treasury Board and Minister responsible for the Asia-Pacific Gateway, told reporters the two countries had agreed to harmonize their maritime regulatory and safety regimes with a view to assisting businesses on both sides.

Day, who has recently visited China's Hong Kong and Guangzhou, said the presence of China's Minister of Transport Li Shenglin, who was undertaking his first visit to Canada, demonstrated "strong signals in broadening the relationship." "The fact that he's here shows their interest in our ports. They want to see things continue to develop. He had four suggestions at the end of his speech (at a breakfast meeting of the 2nd International Conference on Gateways and Corridors) and one of them was promoting the Asia-Pacific Gateway," he said.

Launched in 2006, the APGCI program has to date received C\$3.5 billion (\$3.43 billion) in investment. There has been no foreign investment yet, according to Day. He said the project would be beneficial to China as Prince Rupert port, north of Vancouver, was 1,100 nautical miles closer to Shanghai than any other North American port. Chinese goods could be off-loaded and sorted at the strategic inland port of Prince George, located about 1,300 km from the coast, for rail transport into the American heartland in 100 hours or less. Speaking earlier in the day at the breakfast meeting, the Chinese minister welcomed the upgrading of the Canadian ports, as well as the construction of oil pipelines to the ports and the modification of railways to the hinterland and Canada-US border.

"The transport ministries of both countries should cooperate while encouraging transport infrastructure construction and operation enterprises, as well as transport companies, to take part in the Asia Pacific Gateway and Corridor

Initiative by various means, with a view to constructing a more vigorous and efficient transport and logistics corridor for the Asia-Pacific region," Li said.

Bilateral trade between China and Canada has experienced huge growth since 1970, the year the two countries established diplomatic ties. It rocketed from \$150 million in 1970 to \$29.7 billion in 2009 and is expected to increase to \$60 billion by 2015. **Source : ChinaDaily**



Dockwise **Transporter** seen off-loading the last of 15 modules. The modules, for a nickel processing plant, were transported in 4 shipments from Qingdao, China, to Vavouto, New Caledonia.

**Photo: Cor Duijvestijn ©**

## **New Port opening promises economic boost for Sri Lanka**

Sri Lanka's new deep sea port at Magampura harbour, Hambantota on the south coast of the island opened last Thursday (18 November) with the ceremonial docking of the first vessel to use the port facilities.

In a ceremony presided over by President Mahinda Rajapaksa as part of the week long festivities surrounding his official inauguration into his second term in office, the first vessel dropped anchor in Hambantota's Magampura port to a traditionally warm and colourful Sri Lankan welcome.

The vessel, a traditional sailing yacht, was chosen in recognition of Sri Lanka's age old role as a key stopping point on the ancient east-west silk trading route. It was followed into harbour with the Sri Lankan passenger ship **Jetliner**.

Phase One of the port, operated by the Sri Lanka Ports Authority completed ahead of the scheduled time in April 2011, is an integral part of the Government's programme of positive economic action and reconstruction of transport and trade infrastructure after the successful conclusion of the three decade long struggle against LTTE terrorism. It lies at

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the heart of a strategy to make Sri Lanka an import/export, marine services and transshipment hub at the locus of key worldwide shipping routes. The port is located just 10 nautical miles from one of the world's busiest shipping lanes, used by up to 200 cargo vessels every day and can handle vessels of up to 100,000 DWT.

A government spokesman said: "The successful completion and opening of the superb docks and cargo facilities at Hambantota epitomizes the determination of the Sri Lankan Government and people to capitalise on the opportunity that is offered by the island's new era of peace, to bring prosperity to all.

"The opening of first phase of Hambantota port ushers in a new era which will transform the face of Sri Lanka's important transport and shipping industry. We look forward to welcoming increased global trade through what is one of the world's most modern ports." Phase one of the new Hambantota port was constructed by the China Harbour Engineering Company at a cost of some US\$ 360 million and includes provision for a high quality passenger terminal, cargo handling, warehousing, bunkering, provisioning, maintenance and repair, medical supplies and customs clearing facilities.

The 2,000 hectares of hinterland immediately surrounding the new port is to be developed as a dedicated investment and industrial zone with 65 domestic and international investor businesses having already expressed an interest. It is anticipated that, once phase 2 of the Hambantota port project is completed in April 2011, the port will provide 40% of Government income by 2020 and create 25,000 new job opportunities. Further Government expansion of, and investment in, modern port facilities is underway at Galle, Oluvil, Trincomalee, Kankasanthurai and Colombo.

Courtesy : Government official website



Another photo of the **TRANSSHELF** seen loading the **KS TITAN 2** in Rotterdam-Caland Canal

Photo : Harry van den Berg ©

## N.S. receives 2 proposals for ferry link to U.S

A decision on provincial support to help restore ferry service between southwestern Nova Scotia and New England is far from imminent, Premier Darrell Dexter said Tuesday. Dexter confirmed that two plans have been submitted to the



government, but stressed that neither is close to being considered for funding help at this point. Dexter, who said he's seen one of the proposals, termed both as nothing more than broad outlines. There would have to be a lot of work that would have to go in to any one of those two to be able to be considered," he said. On Monday, Yarmouth Mayor Phil Mooney said as much as \$6 million in startup funding would be needed from the province to market and upgrade Yarmouth's ferry terminal. Dexter, who met with Mooney on Monday, told reporters that number was news to him. "That number was never mentioned and we are not going to be in the business of supporting through operating subsidies things that should be supported through an appropriate business case." Dexter said his position has always been that the government would consider short-term funding for any service that is shown to be viable over the long term.

The province has consistently refused to subsidize a ferry service since pulling its annual subsidy for the high-speed CAT ferry last December. Conservative Chris d'Entremont, who represents a riding in the Yarmouth area, also said he didn't know where the \$6-million figure came from, but added it appears the province is about to bow to political pressure. "I think, finally, thank goodness, this is a government coming to its senses," d'Entremont said. Liberal Zach Churchill of Yarmouth riding said that if the province eventually chips in, there will likely need to be startup money for marketing because the service has been down for nearly a year. "This is late in the season," said Churchill. "We should have been marketing this vessel last season and that's why these companies are coming forward saying, 'We're probably going to need some money because we need to re-market this thing.'" The former high-speed ferry linking Nova Scotia to Maine was scuttled last December after the government told Bay Ferries Ltd. that it would stop subsidizing the money-losing operation. The province had invested \$20.2 million in the company since 2005. **Source :** Canadian Press

## OLDIE – FROM THE SHOEBOX



Oostende harbour Saturday August 6<sup>th</sup>, 1966. The ferry "**Roi Leopold III**" coming astern into the harbour of Ostend, arriving from Dover after a 3 hours crossing. On deck a lot of passengers, waiting for disembarking. This vessel was still a conventional ferry without ro-ro capacity.

The "**Roi Leopold III**" was built in 1956 by S.A. Cockerill Ougrée at Hoboken (Antwerp) for the Belgian Government. Her speed of 22 knots was made by 2 oil engines type Sulzer, 2 stroke single acting with each 12 cylinders. Her gross tonnage was 3794 tons. **Photo : Capt. Frank Haalmeijer ©**

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



Sunset of the Terneuzen Locks – Photo : Alain Dooms – [www.tugspotters.com](http://www.tugspotters.com) ©

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