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The SU ZHOU HAO seen moored at the Bund in the city centre of Shanghai

Photo : Piet Sinke (c)

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Vroon's **MAGNY COURSE EXPRESS** seen at the Jurong East Fairway in Singapore

Photo : Pieter Kalis ©

Cargo ship struggles to avoid running into Alaska's Aleutian Chain

Almost six years to the day after the 738-foot **Selendang Ayu** cargo ship slammed onto the rocks of Unalaska Island and caused a major spill of soybeans and oil, a similar ship is adrift and in danger of a Saturday collision with a nearby island in Alaska's rocky Aleutian Chain. Pushed steadily south and east by gale force winds, the 738-foot, Liberian-registered **Golden Seas** has been either dead adrift or battling massive seas with limited power since at least sometime late Thursday. Twenty people are reported aboard the ship. It's carrying a cargo of rapeseed, a plant in the mustard family once used to make lubricating oils for machinery but now mainly converted to cooking oil.



Photo : US Coast Guard

The rapeseed is not expected to cause major environmental damage if the ship goes aground, but the **Golden Seas** is also carrying more than a half-

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million gallons of oil, primarily heavy fuel oil. The Alaska Department of Environmental conservation reported the ship had 520,400 gallons of so-called Bunker C oil, 11,748 gallons of diesel, and 10,000 gallons of lubricating oil.

A tug has been called to assist the ship, but will not be able to reach her until sometime Saturday. The crew of the **Golden Seas** has reported to the Coast Guard that the turbocharger on the vessels lone engine failed and can't be repaired at sea. The engine is running, however, and has enough power to move the **Golden Seas** forward if conditions permit.

Early Friday evening, the crew reported the ship had begun to make headway to seaward against lessening winds and settling seas, but how long that might last was an unknown. The National Weather Service still had gale warnings posted for the night, although the weather was expected to moderate into the weekend, with the winds easing to 20 knots by Sunday and the seas dropping to 9 feet. That can only help if the tug gets there on time. The ocean-going tug **Tor Viking** was on the way to the scene from Dutch Harbor Friday evening. A marine-tracking services showed it several miles out of Dutch at 6:30 p.m. Friday, making almost 15 knots to the northwest. At that speed, it should be able to reach the **Golden Seas** sometime Saturday evening.

Also reported to be under way with the **Viking** is the **M/V Nanuq**, a 300-foot offshore oil response vessel that can help with cleanup if the **Golden Seas** hits ground and spills oil. The **Nanuq** was brought north last summer by Shell Oil, which hoped to start drilling for oil in the Chukchi Sea north of the Aleutians. Those plans came to a screeching halt when BP's **Deepwater Horizon** offshore well exploded in the Gulf of Mexico, sank and started gushing oil. An immediate shutdown of all drilling off the U.S. coast was ordered. Shell's Alaska plans have been on hold ever since, but the ship it left stationed in Dutch might be called into service to help with oil-spill cleanup anyway.

On Friday afternoon, Alaska DEC was calculating that 20- to 30-foot seas and 35- to 40-knot winds from the northwest could push the **Golden Seas** onto the rocks on or near Atka Island, about 400 miles west of Unalaska, by 4 a.m. Saturday. At the time of DEC's report, the ship was being pushed southeast at a rate of 2.5 knots. The projections were that the ship could hit several small islands north of Atka or ground at Korovin Bay or Korovin Lagoon on Atka. Those areas are within the Alaska Maritime National Wildlife Refuge, home to endangered Steller's eiders and northern sea lions.

The situation changed significantly shortly thereafter, however, when the **Golden Seas** reported it had begun to gain some sea room. Where it might ground now -- if it grounds -- is unknown. The **Tor Viking** was not expected to be of much help to the **Golden Seas** in high winds and heavy seas, but if those settle as projected the tug could help nurse the struggling ship safely into port.

Rick Steiner, an advocate for Alaska shipping safety, said he is hoping for the best, though the crisis still looks like it could turn into an instant replay of the **Selendang Ayu**, which left six crew members dead. More would have died if not for the heroics of Coast Guard helicopter pilots and rescue swimmers. They were all standing by again Friday night, along with the crews of two Coast Guard cutters, in case it became necessary to evacuate the **Golden Seas** crew. Weather in the Bering Sea Friday night was typically torturous, as is the norm for December. Temperatures were just above freezing and the wind howling. The hostile conditions, Steiner said, are what make tanker traffic there risky, but the key and shortest ocean shipping route between major West Coast ports and Asia goes through the heart of the area. The straightest line from Puget Sound to Asia follows what is called the Great Circle Route through a gap between the Aleutian islands just off the Alaska mainland, along the north edge of the chain, and then back south near the end of the chain.

The **Golden Seas** was on its way from Vancouver, British Columbia, Canada to the United Arab Emirates when its engine failed. While hopeful the ship can be saved, Steiner said it once again illustrates why a speedy, ocean-rescue tug should be staged at Unimak Island or Dutch Harbor. Steiner made a special plea to Alaska Gov. Sarah Palin in 2008 to do that, noting that it was nice she was at the time chastising Exxon for not paying Alaskans more for suffering emotionally through the company's massive oil spill, but adding that it would be even better to do something to prevent the next one.

Steiner notes that the only ocean-going rescue tug in the state is stationed in Prince William Sound, which is visited once a day by a tanker bound for the terminus of the trans-Alaska oil terminal in Valdez. Ten times as much traffic

passes the Aleutians every day, he said, and it seems just a matter of time before there is a major oil spill there due to the lack of resources to help a floundering ship.

With luck, though, this one can still be saved, despite the minimal safety net. The **Golden Seas** is operated by Allseas Marine, a Greek company. It is a near twin of the **Selendang Ayu**. After that accident, investigators faulted the skipper for shutting down his engine to try to repair it in 25- to 30-foot seas, when he could have limped the ship into Dutch Harbor, and for waiting 11 hours after the engine became inoperable to notify authorities that the ship was in trouble. **Source : Alaska Dispatch**

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



Above seen the **QUEEN ELIZABETH** during her maiden voyage to Zeebrugge on 29.11.2010. She's was berthed at the Swedisch Quai As youcan see the weather was very dark and grey. She arrived from Amsterdam before sunrise and sailed for Cherbourg after sunset.

Photo : Jean-Francois Berden (c)

Feature: Crew claims under stress

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There were no doubt sighs of relief from employers last month when a legal decision meant a seafarer could not claim compensation for a disability allegedly brought on by abusive treatment at the hands of senior officers. The ruling by The Philippines' Supreme Court overturned earlier judgments that a Bosun earning at the time USD 535 a month was entitled to USD 60,000 compensation for the "severe mental disorder" he had claimed to have suffered as a result of a "hostile working environment" and that had left him unfit for duty. If the decision had been upheld it would have been another turn of the screw for employers of Filipino seafarers, many of whom believe the legal system in the Asian country that is the biggest supplier of seagoing labour is skewed against them and in favour of claimants. The decision also came as unions renewed their international campaign against harassment of the kind the Bosun claimed he had suffered, with fresh ammunition supplied by news of a physical assault on a female officer by a Master and of the death, as yet to be fully explained, of a female cadet. High-profile cases and union campaigns tend to exaggerate problems and encourage people to believe they too may have been the victims of stress through harassment and to seek financial compensation.

Shipping is already facing rising costs from crew claims for physical injuries and illnesses, although the actual number of claims has remained fairly constant in recent years. The rise is attributed in part to the increasing cost of treatment that can include transporting a crew member to the most suitable medical facility that is not always the nearest. In a recent case involving a head injury, the nearest hospital with a CT scanner insisted on transport by air ambulance at a cost of USD 45,000. As medical science also advances, treatment costs rise. Last year an officer diagnosed with a heart condition after complaining of dizziness required an immediate by-pass operation that if not successful, could then require a heart transplant estimated to cost USD 1 million. The by-pass was, however, a success and the officer recovered, but the operation and other expenses still amounted to USD 580,000. In the 1990s the industry was faced with a similar problem as millions of dollars were being paid out each year to seafarers who fell ill during their contracts and successfully claimed disability benefits. As it became clear that many cases involved conditions that were there before the victims signed on and that these were not being picked up by existing medical examinations through either incompetence or corruption, the industry, led by P&I clubs, took action. Pre-employment medical examinations (PEMEs) were now to be performed by independent and approved clinics. Since the scheme began in 1996 one P&I club last year estimated it had saved USD 65 million through avoiding 7,436 potential claims that had been screened out by the examinations.

Savings are also made by having healthy and fit crews able to function more efficiently and less likely to suffer physically from performing at-times demanding duties. Another P&I club cites cases of seafarers suffering heart attacks during fire drills. Another factor in the rising cost of crew claims are the knock-on effect that higher wages have on death and disability benefits negotiated in collective bargaining agreements (CBAs). Under International Bargaining Forum agreements, for example, a rating stands to receive around USD 90,000 for a 100% disability, while a Master is entitled to USD 148,500. While PEMEs and auditing have helped bring down costs related to illnesses, the same claim may not be made for work-related accidents. They – trips and falls being the most common – continue to happen with alarming regularity: the last few weeks have seen one seafarer killed and another seriously injured in separate incidents involving falls into cargo holds on bulk carriers. While some CBAs' compensation levels may be generous, the cost of an employer's negligence could be far higher if seafarers were to sue for punitive damages. Attempts by foreign seafarers to use the US legal system to secure such awards have, however, had limited success. In one of the few successful cases a Croatian officer who injured his back falling from a ladder while trying to board a Bahamas-flag cruise ship's rescue craft in Miami was awarded USD 3.8 million.

In another case last year, however, a Filipino who was injured when a lifeboat on another Bahamas-flag cruise ship fell into the sea during a drill had his bid to sue the ship owner rejected as the employment contract stipulated arbitration of his claims should be heard in his home country. Accidents during lifeboat drills are believed to have killed or injured hundreds of seafarers over the last 20 years and compensation payments have run to several hundreds of millions of dollars. Whether shipping could in addition face compensation payouts to seafarers claiming stress-related illnesses depends on a number of factors. In the case of the Filipino Bosun, one of the points made by the Supreme Court was that such illnesses are not officially recognised. Psychiatric conditions are also less easily diagnosed than physical injuries and diseases. As yet there have been few if any reported cases of seafarers successfully claiming for post-traumatic stress disorder after being held hostage by hijackers. Having to prove to a court's satisfaction a company had been negligent in failing to take sufficient preventative measures could be a deterrent. Some may have found the experience so traumatic they are unwilling to go back to sea, but whether this potential loss of earnings and any medical costs could be claimed back from their employers is debatable. As many if not more, perhaps, do go back to

sea, even where the risk of hijack remains high, in the knowledge they will be on double pay. Medical tests can weed out the sick and unfit and psychometric testing may provide rough indications of people's ability to handle stress, but as yet there is no test for litigiousness. **Source: Feature, BIMCO**



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BKM 100 seen on departure early morning Pointe Noire Congo to Soyo Angola after modification to Water Injection Dredger. **Photo : Rik van Vreden (c)**

Search for 10 missing ship crew ongoing—Coast Guard

An international search and rescue effort has been launched for 10 missing crew members of a Panamanian cargo ship that sank Friday afternoon near Batanes, the Philippine Coast Guard said. In a statement, the PCG said the coast guard units of China, Taiwan and the Philippines had joined hands to look for the missing crewmen of the **MV Hong Wei**, which had a crew of 24 Chinese nationals, after it sank Friday afternoon some 120 nautical miles southwest of

Itbayat, Batanes, or some 100 nautical miles south of Taiwan. "So far, fourteen had already been rescued. Three vessels from Taiwan Coast Guard are conducting search and rescue operations," the PCG said.

The agency said that at around 3:40 p.m. on Friday, the PCG Action Center received a telephone call from Norio Uechi of the Japanese Coast Guard that the **MV Hong Wei** had sunk 120 nautical miles southwest of Itbayat Island. "The Philippine Coast Guard immediately issued a Notice to Mariners to all ships/vessels transiting the area to be on the lookout for the missing crew members and to render necessary assistance to them if sighted," the PCG said.

"Likewise, Coast Guard District Northern Luzon (CGDNLZ) coordinated with shipping and military/police units in the locality to assist in the conduct of search and rescue operations," it added. PCG's search and rescue vessel **SARV 002**, with Special Operations Group divers and medical personnel on board, proceeded to the area where the vessel sank, while the PCG Islander 251 aircraft conducted aerial surveillance, it said. "Per latest info from the Japan Coast Guard, a passing vessel—**MV Shun Tong**—is already in the area conducting search and rescue operations," the PCG said. "The Taiwan Economic and Cultural Office likewise disclosed that the Taipei Rescue Coordinating Center has dispatched one (C-130 plane) and two patrol boats to join the search and rescue operations," it added. **Source : Inquirer**



The **DURLUPINAR**, IMO 9451214, seen on December 4th, 2010 at Brunsbüttel on Kiel-Canal transit.

Photo : Michael Brakhage (c)

Prosecuting pirates in India a problem: Navy Chief

After nearly two years of active anti-piracy patrols in the Gulf of Aden off Somalia, Navy has found it difficult to prosecute the sea brigands its warships apprehend as there is no provision under the Indian laws. Navy Chief Admiral Nirmal Verma said here today that there was a problem in India as there were no laws to prosecute the pirates caught in the high seas by the Indian warships. "There is a problem in India on legal aspects. Our laws do not cover this (piracy) aspects. If you bring them and cannot prosecute them, then they have to go free," he said at his annual press conference. Indian Navy has been deploying its warships in the Gulf of Aden since October 2008 and has escorted over 1350 warships in the region with not one of them coming under attack. It has also warded off about nearly two dozen pirate attack on merchant vessels, both Indian and foreign-flagged, after they sent out a distress call.

Giving the example of Western countries, which also have ships patrolling the pirate-infested waters, Verma said they are funding the prosecution of the pirates they nab in Kenyan courts, which had laws for this purpose. "Others do as we do...throw their fuel and weapons overboard and let them drift in the seas," he added. "The Navy has discharged

its responsibilities with distinction and we continue to have a ship on patrol in the Gulf of Aden escorting merchant ships in direct coordination with the Director General Shipping," he said. "At least 22 piracy attempts have been averted by the Indian Navy's ships patrolling the Gulf of Aden. India is engaged with other countries on capacity building and consultations in the area of anti-piracy for keeping access points open and avoid choking of international trade," he added. Late last month, the Navy also deployed a large force in the Arabian Sea about 300 to 400 nautical miles off India's western coast to carry out patrols after several incidents of piracy attempts were reported and reports of pirate movement started coming in. **Source: Zee News**

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Above seen the **COSTA SERENA** taking bunkers in Barcelona Port.

Photo : Tommy Bryceland – SCOTLAND ©

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The **BALMORAL** seen enroute Amsterdam – Photo : Joop Marechal ©

CASUALTY REPORTING



The **MULTRATUG 3** seen in Rotterdam-Europoort - Photo : Jacco van Nieuwenhuyzen ©

Two bulk carriers in difficulties off eastern seaboard

Two bulk carriers have reported being in difficulties off the eastern coast of South Africa this week, both experiencing engine failure. The Greek-owned Capesize **GO PATORO** (150,108-dwt, built 1991) reported having lost engine power in the Indian Ocean on 1 December off the coast of East London and by Thursday was drifting while awaiting the arrival of a salvage tug.

The Liberian-flagged Greek bulker **NIKOLAOS** (75,539-dwt, built 2009) was also reporting engine failure a little further west opposite Port Elizabeth but was expecting to effect own repairs and did not require immediate attention.

Source : ports.co.za

NAVY NEWS



Countdown to Ambush launch

SHIPYARD computers and noticeboards are featuring a daily countdown to the Christmas roll-out and launch of Barrow's next new submarine, **Ambush**. The roll-out of the £1.2bn vessel on December 16 and the launch into the waters of Devonshire Dock the day after will be just the latest of many December launches at Barrow shipyard over the decades.

A BAE spokesman said: "The date of the launch is nothing to do with it being Christmas. "There is no significance in a Christmas launch other than this is the time in the programme to launch." Plans are going ahead despite the severe weather. The biggest threat to the one-metre-a-minute roll out of the tall submarine structure would be unseasonably high winds.

BAE could not say whether or not severe snowfalls could postpone the launch. From the moment **Ambush** goes into the water and is secured, it will have a Royal Navy watch aboard 24/7 and compartments in the vessels will be gradually handed over to RN control as they are accepted by the Ministry of Defence.

The submarine's nuclear core has already been loaded into the reactor but is not expected to be switched on until late spring or summer for power range testing. The 97m-long boat, which displaces 7,400 tonnes of water when at sea, is due to leave Barrow late next year and join sister **HMS Astute** at the Faslane naval base.

Lady Anne Soar, the boat's sponsor and wife of the Royal Navy's Commander-in-Chief Fleet, Admiral Sir Trevor Soar KCB, OBE, will perform the launch ceremony inside the towering Devonshire Dock Hall. She will be joined by up to 2,500 invited guests from the Royal Navy, Ministry of Defence and the Barrow community, including 120 children from four local junior schools; Yarlside, Barrow Island, St Pius and Sacred Heart.

The children have all been given A4-sized outlines of **Ambush** to colour in and put good luck-type messages on. They will be displayed at the launch. Terry Waiting, chairman of the Keep Our Future Afloat Campaign group which lobbies for the shipyard, said: "Obviously the launch is a significant milestone in the programme for the Astute submarines.

"I am sure the whole town will celebrate this event. It is a time when people are generally feeling good and this just adds to the celebration of Christmas." Source : North West Evening Mail

SAS Charlotte Maxeke Returns from 2 month deployment.

By : Bob Johnston (c)

Sunday 5th December saw the return of **SAS Charlotte Maxeke**, a Type 209 Heroine Class Submarine, from deployment lasting 2 months that involved crossing the Atlantic Ocean both ways. I mention this because of some rather scurrilous reports that this submarine was unable to dive and would be returning to her home station onboard a heavy lift ship. The opposite is the fact. During the 23 day voyage to S. America, the submarine was submerged for 20 days, not because of any leaks!! But that is what submarines do, and only had to surface due to the shallow waters off the Argentinean coast. On the return leg, lasting some 20 days, 17 were spent under water.



Photo : Bob Johnston (c)

The deployment was part of "**ATLASUR VIII**" which involved a multi-national exercise between the navies of Argentina, Brazil and Uruguay. In Mar del Plata, the Combat Support Ship **SAS Drakensberg** joined the submarine.

Together with the Argentinean submarine "**S-31 ARA Salta**" (another 209 Class submarine which is some 36 years old!) and carried out several exercises which included: sub v sub; sub evading Maritime Patrol aircraft of the Argentinean Navy's P3 Orion and a S2 Tracker.

The 2 month deployment, allowed the SAN to evaluate the long term deployment of a 209 Class submarine, in very challenging conditions, including the high sea state of the South Atlantic and shallow water environment of the South American Continental shelf, both with excellent results. The operational testing and evaluation of all systems that are onboard the sub and the benchmark performance and capability against another 209 Class submarine, with excellent results returned from both tests. Amongst the crew of 40 personnel were 5 females; 2 Chefs, both of whom are qualified submariners; 1 Medical; 1 mechanical, who is due to qualify soon and 1 electrical, who qualified during the trip. In addition, 5 men also qualified on the trip. Well done to them all.

The XO on board was **Cmdr Handsome Matsane** who has been in the SAN for 13 years and has served 3 years on the Combat Support ship; 3 years on the Frigates and more than 3 years on the submarines. This highly qualified naval officer is an outstanding example of the future of the South African Navy.

The following is a quote from **Capt Andre de Wet** Commander Taskgroup 19.2 for the **Exercise ATLASUR VIII**:

*"Our 209 submarine was the envy of the Argentinean Navy. The OC of the **SALTA** had tears in his eyes when he visited the **Charlotte**. The Commander of the Submarine Force in Argentina could not believe his eyes when he walked onboard. Our submarines are held in class by Germanischer Lloyd and are certified every year to ensure that we comply with strict international safety regulations."*

Navy ship back from pirate mission off Somalia

A Dutch navy ship that has been fighting pirates off Somalia for the past six months is arrived back in the Netherlands

HNLMS De Zeven Provinciën, an air defence and command frigate, was part was of NATO mission Ocean Shield. Later today it will dock in Den Helder. Among other things, the vessel prevented a pirate assault on a tanker. NATO coordinates the operations off the African coast with a European Union mission and other initiatives.

HNLMS Amsterdam, a supply ship, will remain patrolling Somali waters until 10 December. It will then be replaced by **HNLMS De Ruyter**, an air defence and command frigate, which will serve as Ocean Shield's command vessel. Its departure from Holland was delayed due to problems with its engine. **Source : Radio Netherlands Worldwide**

Chinese Navy ship visits Da Nang

The Chinese Navy's frigate **Xiangfan** arrived in the central city of Da Nang on December 3, beginning a friendly visit to the city. The visit is aimed at enhancing friendship between Vietnam and China in particular and the two countries' armies in general. During its stay in Da Nang city, the delegation will pay courtesy visits to the leaders of the municipal People's Committee, the High Command of Naval Zone C and the High Command of Military Zone 5. They will play volleyball against a team from the High Command of Naval Zone B and visit several beauty spots sites around the city.

Earlier, on December 1-2, both Chinese and Vietnamese naval forces carried out their 10th joint naval patrol of the Tonkin Gulf, which is held annually. Both navies plan to conduct joint search and rescue drills on December 7.

Source : VOV News

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Indian Ballistic-Missile Sub Slated for Completion in 2012

India's first ballistic-missile submarine is slated to be ready for use by 2012, a development that would enable New Delhi for the first time to field land-, air- and sea-based nuclear weapons, Indian navy head Adm. Nirmal Verma said yesterday

The **INS Arihant**, also the South Asian nation's first indigenously developed submarine, last year began three years of planned sea trials. "We have a declared policy of no-first-use but we have **Arihant**. It is there. We have a triad in place now, but we have to use it as effectively as possible. We will have Arihant going within two years and there is progress in the project, despite some hiccups," the Press Trust of India quoted Verma as saying. "When it (**Arihant**) is commissioned and goes to sea it will be on deterrent patrol. The triad would be there when Arihant is commissioned,"

he added. Despite some difficulties acquiring components for the vessel, "I think we will be within time and commission the vessel by 2012," he said Source : Press Trust of India

SHIPYARD NEWS

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The newbuilding **GUO TOU 103** seen fitting out in Shanghai – Photo : Piet Sinke ©

Despite Scorpene delay, DCNS looks for more projects

Even as the Scorpene submarine project, which France cites as a unique example of its successful collaboration with India, is behind schedule, Direction des Constructions Navales (DCN) Shipyard hopes to take part in the future programmes of the Indian Navy. Project 75 to build six Scorpene submarines by the Mazagoan Docks Limited, along with the DCNS, got the go-ahead in 2005. The project also provides for transfer of technology. But the schedule for the delivery of the first submarine was pushed back by nearly three years, from December 2012. The DCNS' bid assumes significance with President Nicolas Sarkozy's visit to India.

Though no agreements for the purchase of defence items, including the upgrade of Mirage 2000, is on the cards, the number of business leaders who accompany Mr. Sarkozy, including defence industry representatives, highlights one of the focus areas of France.

One of the reasons for the delay in the Scorpene project is that besides being huge, it is a complex as well as challenging programme. "This programme is challenging both for the competence and industrial means involved... technical... integration of large teams of personnel from different countries... we faced teething problems," Bernard Buisson, Chief of DCNS-India, told The Hindu.

Earlier this week, Chief of the Naval Staff Admiral Nirmal Verma said that as per the revised schedule, the first submarine was expected to be with the Navy by 2015, and the last by 2018. The MDL plans to cut the time lag in building the subsequent submarines from 12 to 9 months to make up for the delay. Mr. Buisson said the MDL were done with the work on the hulls of the first and second submarines; the hulls for the third and fourth were being built. The frame to receive the hulls for the fifth and six submarines was being made.

The outfitting work was also progressing, and the work on the combat system equipment for the first submarine would be completed this year.

Besides transferring the technical data package, DCNS was working with the MDL to establish a group of suppliers for indigenisation of P75. It also hoped to be part of the next line of six submarines to be built under P75I, which the government cleared this year. While two will be built at overseas yards, three will be made in India. Hindustan Shipyard Limited (HSL), which was handed over to the Defence Ministry this year, will build one, entering a new area, as thus far it has been only into repairing submarines.

The DCNS hopes to get a look-in, having responded to the Request for Information. Sources in the Navy said the Request for Proposal could be ready by the next few months. **Source : The Hindu**



The advertisement features a background image of a ship and large coils of yellow and blue steelwire and synthetic ropes. A red speech bubble contains the text "steelwire & synthetic ropes lifting, hoisting & towing equipment". Below this, a red banner displays the "endenburg" logo and name. At the bottom left of the banner, there are two small circular icons.

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Jinhui cancels Oshima supramax

Oslo-listed and Hong Kong-based Jinhui Shipping and Transportation has cancelled a supramax order at Japan's Oshima Shipbuilding. The 59,760 dwt ship was ordered back in May 2008 at a price of Yen5.1bn. Jinhui has been scaling back its fleet commitments greatly over the past two years. **Source: SeatradeAsia**

YEOMAN BONTRUP DEPARTED FROM IJMUIDEN



The damaged **YEOMAN BONTRUP** left Ijmuiden port after 4 months under tow of the **BB TROLL** bound for Gdansk
Photo top : Joop Marechal © - below : Erwin Willemse ©



Ship Building Industry: Bangladeshi Maritimus Pledges To Be The Next Add-on

A new Ship Building company promises at a recent seminar held in London to slowly make a ripple in the titan sea of the giant ship building industry. Maritimus is set to build 20,000 dwt sized ocean going vessels to cater to their international market. This will be a big milestone for Maritimus as they put themselves ahead of the pack in the ship building industry. They hope they will slowly make a ripple in the titan sea of the giant ship building industry. This is a big challenge for Maritimus Limited, expert company in ship building. This will require 5,000 MT steel work per year, thousands of workers, as well as intense planning, implementation and quality checks to make sure that all deliverables are up to the standard, or even beyond, for their meticulous clients. Maritimus, a Bangladeshi ship building company, wish to make its mark in the ship building arena. They are working along the Concept Maritimus stating that a shipyard should aim to deliver quality ships within the contracted time; profit is a consequent outcome. It is with this vision that the company, Maritimus Limited, is based on to be able to cater to the needs of their international clients in shipping and ship building. They follow strict rules and regulations as well as safety guidelines. They have mastered quality perception, along with adequate knowledge and understanding of ships, shipping, shipyard and similar fields. The Chair Barrister, Rofiquel Islam, promised the audience at a recent London seminar organised by its media partner Media Mohol Ltd that he attended, that his MD will turn every ship that Maritimus will be creating as a strong economic spot. They have cutting edge experiences, such as working for a US owned ship building company, and state of the art technology to turn Maritimus ships to be the best among the ships created in this era.

Bangladesh has built a strong foundation in the shipping industry. They have built excellent vessels that have been at the forefront in the field. Bangladesh has a ship building heritage that they have mastered for so many centuries. They have perfected the art of building ships from different materials, different designs and with innovative technologies. With ship building as a tradition in the country, the government has taken steps to promote the industry and support it in many ways. The government is inclined to bringing this industry at the forefront of the Bangladeshi economy. Maritimus is heeding this call as it promises to take advantage of low product costs. Along with this, they intend to deliver high quality production to be able to build the best ships to their clients. The Non Resident Bangladeshis or NRBs are making huge investments to be able to help Maritimus bring their vision of finely constructed ships to life. NRBs do not just help the ship building company but are also keen on providing thousands of jobs to Bangladeshis so that their families can be uplifted from their pressing economic status. Rofiquel Islam, the Chair Barrister, also stated in the same seminar in London, that amidst the long work that the employees and workers will have in creating the vessels for Maritimus, they will make sure that they will provide a family atmosphere and favorable working conditions for them. He stresses that the workforce should be the priority as they are the heart of the ship building business.

Source: PR Fire

Lockheed Martin-Led Industry Team Launches Nation's Third Littoral Combat Ship

The Lockheed Martin led industry team today launched the nation's third Littoral Combat Ship (LCS), Fort Worth, at the Marinette Marine shipyard. The 389-foot **Fort Worth** was launched into the Menominee River. Just prior to its launch, the ship's sponsor, Congresswoman Kay Granger of Texas, christened Fort Worth with the traditional smashing of a champagne bottle across the ship's bow.

"It is an incredibly rewarding experience to see Fort Worth launch into the water -- on time and on budget," said Orlando Carvalho, president of Lockheed Martin's Mission Systems and Sensors business. "The team's strong performance and hard work in bringing Fort Worth to this point illustrates our ability to meet the Navy's need for a class of affordable, multi-mission combatants."

"Serving as the **USS Fort Worth's** sponsor is one of the proudest moments in my career," Congresswoman Granger said. "This is just the beginning of a commitment I am making with everyone in **Fort Worth** to all those who will sail on the ship over the course of her life. The enthusiastic residents of our fine city and I have pledged to take great care

of this magnificent ship and its crew. With 'Grit and Tenacity' we will once again demonstrate our community's key principles of service and patriotism."

In March 2009, the U.S. Navy awarded the Lockheed Martin-led industry team a contract to construct **Fort Worth**. Only 20 months later, the ship is 80 percent complete. Now formally christened and launched, Fort Worth will continue to undergo outfitting and testing at Marinette Marine before delivery to the Navy in 2012. Prior to constructing **Fort Worth**, the Lockheed Martin-led team designed and constructed **USS Freedom (LCS 1)**, which was deployed in February and is now based in its homeport of San Diego, Calif. **USS Freedom** was christened in 2006 and delivered to the Navy in 2008.

In addition to Marinette Marine Corporation, a Fincantieri company, the Lockheed Martin-led industry team for Fort Worth includes naval architect Gibbs & Cox as well as best-of-industry domestic and international companies. Headquartered in Bethesda, Md., Lockheed Martin is a global security company that employs about 133,000 people worldwide and is principally engaged in the research, design, development, manufacture, integration and sustainment of advanced technology systems, products and services. The Corporation's 2009 sales from continuing operations were \$44 billion. **Source : Lockheed Martin**



The TSHD Lelystad seen operating in Norrköping (Sweden) - **Photo : Crew Lelystad ©**

India to invest in Nigerian shipbuilding, repair sector

As part of efforts to facilitate foreign direct investment into the country's maritime sector, Goa Shipyard of Vasco Dagama, India, has expressed interest in investing in Nigeria's shipbuilding and repair sector. The Chief Executive Officer of the company, Mr. Vladimir Kumar, disclosed this when he paid a courtesy call on the management of the Nigerian Maritime Administration and Safety Agency in Lagos. According to a statement from NIMASA on Wednesday, Kumar said that his company's interest in the country was aimed at developing structural capabilities in the Nigerian maritime sector. Goa shipyard is located on the West Coast of India and produces patrol vessels of up to 105 meters

long, as well as landing crafts, sail training ships, missile corvette, hydrographic survey vessels, passenger vessels, oil tankers, offshore platforms and tug boats, among others.

Kumar said that the GSL patrol boats would be very useful for effective patrolling in shallow waters of the estuarine canals and creeks, predominantly in the Niger delta region of the country. The Director-General, NIMASA, Mr. Raymond Omatseye, reiterated the agency's commitment to developing ship repair and building capacity in the country, informing the Indian investors that NIMASA had proposed some fiscal and administrative incentives, including tax holidays and making shipyards as free trade zones, to encourage the growth of the maritime sector in Nigeria.

He commended the management of Goa Shipyard for identifying Nigeria as a possible destination, adding that the country had vast maritime potential, which provided a major investment opportunity for any investor.

He described the Local Content Act and the Nigerian Cabotage Law as instruments of government, which provided protection for indigenous investors and their international counterparts, who desired to invest directly in developing local capacity and infrastructure in the maritime sector. He said, "I am looking at a private sector-driven shipbuilding sector. We will provide the enabling environment for your investment to thrive and our aim is to adopt a ground level-upward strategy. Our desire to develop a virile ship repair industry in Nigeria is borne out of the need to start maintaining the hundreds of vessels on our ship registry.

"Establishing 10 fully functional ship repair yards in Nigeria would only be a starting point. If I cannot encourage the growth of shipyards in Nigeria, enforcing the regulatory tools as stipulated by the International Maritime Organisation will be difficult to implement. It is now a case of the chicken and the egg, which comes first?" **Source :** punchontheweb

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Strike hits Kochi Port operation

Movement of cargo to and from Kochi port has come to a halt since November 29th 2010 midnight following the indefinite strike by trailer crew demanding wage increase. The attempts made by the Ernakulam District Collector to avert the strike have also failed as the trailer owners are against any hike in wages.

Mr Benny Fernandez representing the Trade Union Coordination Committee of the Cochin Port Labour Union said the workers had been demanding wage increase since May. Though the Coordination Committee had demanded a 62.5% increase, it later agreed for a 45% hike during the conciliatory meeting called by the District Collector.

He alleged that the trailer owners rejected the request and boycotted the meeting. There were about 3,000 trailer workers in the Kochi port area and they are finding it difficult to cope with the present wage structure. However, Mr P Ramachandran president of the Cochin Container Carrier Owners Welfare Association, pointed out that the trailer owners had already effected a 45% increase in wages to the crew in the last five years. Considering the slowdown in

business in the port area in the recent period due to low arrival of cargo, he said it would be difficult to provide another wage increase. The trailer fraternity is now looking at the business potential to be generated from the Vallarpadam terminal, expected to be commissioned in a month.

If the Association had agreed for a wage hike now, it has no other option but to pass the burden on to the trade, which would not be competitive under the current environment. Besides, the workers resorted to strike without giving the mandatory 14 day notice to the owners.

The Association is also planning to move the Court to declare the strike illegal if it continues. The port officials said they had stopped the movement of timber logs from the port area to various destinations on account of the strike. However, the oil movement has not been affected. **Source : BL - steelguru.com**



The **SMIT SIYANDA** seen during hose handling off Durban - **Photo : Michael Skinner (c)**

One billion RUB for modernization of Severodvinsk

Russian federal authorities have decided to allocate 973 million RUB for the industrial modernization and diversification of Severodvinsk, Russia's northern engineering capital. A governmental commission under the leadership of Deputy Premier Igor Shuvalov has decided to allocate the extra funding to Severodvinsk. The money will be transferred in the close future, government sources say, Regnum reports.

The money will be spent in line with the priorities of a local development program, which highlights the need to diversify local industry. Severodvinsk, world-known for its construction and repair of nuclear powered submarines, is the engineering capital in northern Russia. The city has two of Russia's biggest shipyards, the Sevmash and Zvezdoka, but is short of alternative industries. **Source : BarentsObserver**



The **CSCC TIANJIN** seen assisted by the **STAR ADMIRAL** arriving in Singapore – Photo : Pieter Kalis (c)

Cruise-ship facility still on target

Woes in Campbell River and that city's \$19-million terminal of no consequence to local plans, says NPA boss. Another blow dealt to the Campbell River cruise ship terminal will not affect the future of the Nanaimo cruise ship facility, said officials on Friday. The Nanaimo Port Authority expects work on the \$22-million project to be completed at least two weeks ahead of the first cruise ship scheduled to arrive in Nanaimo, on May 7. The Campbell River cruise ship terminal, which took \$19 million in public funding to build, took another blow this week with the disappearance of another potential cruise ship visitor.

Since 2008, its terminal has not seen a medium-to-large cruise ship visit. Now, a major player in the pocket-cruise ship industry is gone as Seattle-based Cruise West ceased operations this fall. Cruise West brought the 44-metre pocket cruiser Spirit of Columbia to the Wei Wai Kum cruise ship terminal in Campbell River in 2008.

At that time, officials said they were exploring the possibility of making Campbell River a regular stop. Although cruise ship traffic to Nanaimo this year was disappointing, largely attributed to a struggling U.S. economy, officials remain optimistic.

Three large cruise ships and three pocket-cruise ships visited Nanaimo this season, bringing more than 6,800 passengers. That is a significant drop from the previous year, which saw 10 large ships and five pocket-cruise ships bring more than 18,900 people to the city.

"I have no comment on Campbell River," said Nanaimo Port Authority president Bernie Dumas on Friday. "It's not going to affect us. We're still progressing with our business plan." So far, three large cruise ships are scheduled to visit Nanaimo in 2011. The first arrival next year will be the **Norwegian Pearl**. The **Pearl** was first big cruise ship in Nanaimo this year, bringing more than 2,000 passengers in May. The Norwegian Pearl cancelled an expected visit to Campbell River this summer.

There are no cruise visits scheduled in Campbell River for 2011 so far. Officials there continue to discuss priorities for both the community and cruise terminal. In Nanaimo, Dumas said resources will also focus heavily toward luring new cruise ship traffic for the 2012 season. Source : nanaimodailynews.com

Parakou returning to same Chinese yard

After a three year hiatus Parakou Shipping of Hong Kong is ready to put pen to paper on a number of newbuilds. Parakou, better known as a charterer, is ordering four 35,000 dwt handysize bulkers at Nantong Chang Qing Sha Ship Engineering for delivery in 2012. Parakou's last orders, back in July 2007, were a dozen similar ships at the same yard, five of which are still to deliver. Source: SeatradeAsia



The Damen Galati built tug **NYANGUMI** seen on delivery voyage to her new owners the Tanzania Port Authority. Spotted entering Cape Town Harbour last Thursday.

Photo : Aad Noorland ©

Blue Star Line born 100 years ago



A Blue Star Line poster showing its routes, about 1990 - ANMM Collection

Next year marks the centenary of the formation of the Blue Star Line, registered in London on 28 July 1911. A loosely knit group of ex-Blue Star Line staff, both shore-based and sea-going, have been organising biennial reunions and for this centennial year and are planning an extended program in Darling Harbour over three days in February, Friday 26 to Sunday 27. This will include a grand dinner on Manly Ferry South Steyne and a harbour cruise on **MV Captain Cook II**. Readers of Signals with links to the Blue Star Line are invited to attend.

In its first decade Blue Star Line built up a fleet of refrigerated steamers. The first of these to visit Australia was Brodmount arriving in Darwin on 29 October 1919 to load frozen meat for London from the Vestey cattle stations, covering 36,000 square miles in the Northern Territory. Frozen meat became a staple of the Blue Star Line ships, particularly after Great Britain undertook to accept more produce from British Empire countries at the Imperial

Government Conference of 1932. In 1934 the group purchased an Australian meat processing company that owned meat works at Townsville, Rockhampton and Brisbane in Australia. Despite the difficulties of breaking into trades dominated by existing British shipping companies, and the so-called shipping Conferences that allocated cargoes among themselves, Blue Star Line prospered by offering Australian shippers a freight reduction. It subsequently built a series of eight large, fast, refrigerated motor ships for the Australasian trades. Its Australian Head Office was established in Scottish House, Bridge Street, Sydney. The Blue Star Line funnel remained a familiar sight in ports until the sale of the remnants of the fleet to P&O/Nedlloyd in 1998. More details of the Blue Star Line centenary reunion are on the web site www.bsreunion.net or contact dejong@bigpond.com



The **CHRISTOPHER** seen enroute Hamburg – Photo : Capt. Hans Schaefer ©

Princess Anastasia to operate on St. Petersburg - Stockholm ferry service

The **Princess Anastasia** cruising ferry of St. Peter Line will be operating twice a week between Saint Petersburg and Stockholm. The service is scheduled to be launched in April next year. According to the service operator St. Peter Line, the **Princess Anastasia** can accommodate 2,215 passengers and 580 vehicles. There are 789 cabins of different classes and price ranges. Journey time is about 25 hours.

The ferry will be calling at Tallinn port over the weekend on her way back from Stockholm. The new ferry line launch will enable St. Petersburg to have next year additional 400,000 tourists, St. Peter Line said.

The vessel was built at the Turku-based shipyard (Finland) in 1986 for Slite Viking Line as the cruise ferry **Olympia**, at the time - one of the largest and most comfortable vessels of the class in the world. Until recently, the ship named **Pride of Bilbao** was operated by P & O European Ferries (UK) on Portsmouth – Bilbao line. Before the new service launch the vessel will be upgraded and repaired. This April St. Peter Line resumed St. Petersburg - Helsinki ferry service to carry passengers by the **Princess Maria**. As of September 3rd, the ferry had transported 100,000 passengers. Opening the service, the operator announced plans to carry 500,000 passengers in 2010. Source : PortNews

Singamas Container sees profit for 2010

Singamas Container Holdings Ltd said on Friday it expected to post a consolidated profit for the year ending December 2010 as compared to a loss a year ago. "The positive turnaround of the results of the Group is principally attributable

to growing container demand as a result of improving global trading activities since the end of 2009, and higher selling prices," the company said in a filing to the Hong Kong bourse. **Source: reuters.com**



The 2004 built **MSC ORNELLA** seen in Rio Grande – **Photo : Marcelo Vieira ©**

New £14m tugs pass sea trials

SHETLAND'S two new harbour tugs will finally set off on their way to the oil port of Sullom Voe early in the new year after months of teething problems with the £14 million investment.



On Thursday Solan was accepted as fit for purpose by harbour master Roger Moore, who is currently at the Unión Naval shipyard, in Valencia, to oversee the sea trials and commissioning work

The second tug **Bonxie** was expected to be signed off by the Spanish shipyard on Friday afternoon. The original plan was to hand the vessels over to Shetland Islands Council in the spring and summer of this year, but problems with the steering and exhaust pressure have delayed delivery by around eight months.

On Thursday SIC Harbour board chairman Alastair Cooper said both vessels have exceeded their performance targets. With a bollard pull of more than 70 tonnes, the vessels are among the most powerful harbour tugs in the world. Mr Cooper said: "I've been speaking with Captain Moore who has been overseeing the sea trials and commissioning out in Spain.

"Despite the earlier problems, he says that both tugs have performed well in the trials over the last two weeks and have exceeded the specification required". He added that final payments for the two £7 million each tugs will be retained until all the finishing touches have been completed. The tugs will then set off together for Shetland in early January, with an official naming ceremony being planned to take place shortly after their arrival. **Source : Shetland News**

OLDIE – FROM THE SHOEBOX



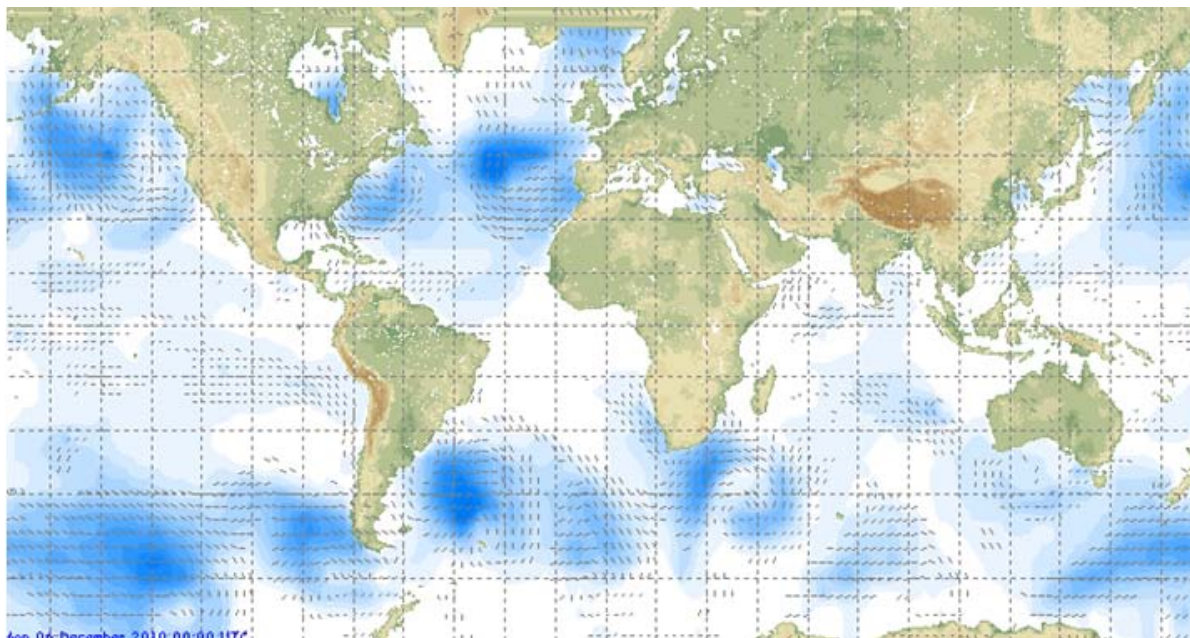
Newscippings reader **Lauwrence van der Snoek**, send me this above photo of the tug **Blankenburg**, his brother **PIET van der SNOEK** left Maassluis before WWII with this tug as a chief mate, and returned with this tug in July 1945 as the master of the tug.

MARINE WEATHER

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.... PHOTO OF THE DAY



The IHC dredger **HUA TAI LONG** (yn 09873) seen in drydock in Dalian
Photo : Johan Barendrecht - www.Barendrechttrading.nl (c)