

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 348



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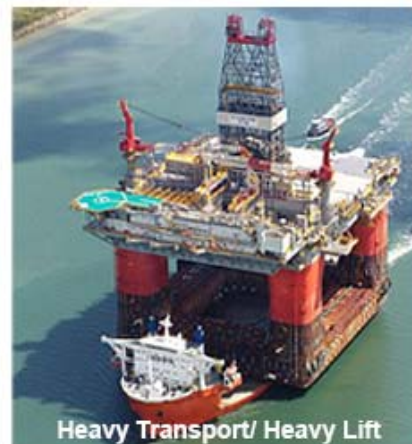
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**The SLOTERGRACHT with the tug TARPAN assisting, seen arriving Yarra River  
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**Photo : Andrew Mackinnon - [www.aquamanships.com](http://www.aquamanships.com) ©**

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## Royal Caribbean raises tipping guidelines

You might want to budget a little bit more for your next Royal Caribbean vacation. The cruise line announced Thursday that it is raising its suggested daily tipping amounts for waiters and housekeeping staff. "This is Royal Caribbean's first gratuity adjustment in 13 years, and puts our suggestions in line with our competitors," the company said in a statement.

The revised guidelines apply to new reservations made for sailings on or after July 1. Royal Caribbean currently recommends that each guest tip a waiter \$3.50 per day, but that amount would go up to \$3.75 under the new guidelines: a 7 percent raise.



The **GRANDEUR OF THE SEAS** seen arriving in Willemstad (Curacao)

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

The current \$3.50 per day per guest tipping recommendation for housekeeping staff goes up to \$5 under the new guidelines: a 42 percent raise. There are also recommendations for assistant waiters, head waiters and suite housekeeping staff.

As always, Royal Caribbean says, tipping is "voluntary and at the discretion of each guest." (The company does automatically add a 15 percent gratuity to a passenger's bar bill or wine check when they are served.) Reaction to the changes was mixed on CruiseCritic.com. "It's the first increase in 13 years. Personally I don't see a problem. We usually give more when warranted," one poster wrote. But another member who said she always pays the suggested tipping amount urged Royal Caribbean to step up and pay its employees more.

"If they want to give them a raise, give them a raise and pass it on to us in the price of the cruise. That's fine. But raising the 'suggested' tipping amount? Come on," the poster wrote. Cruise lines have varied approaches to tipping.

Carnival, for example, automatically charges guests' accounts with tips for dining and stateroom staff, a total of \$10 a day per passenger. At their discretion, travelers can adjust the gratuities while on board, but tips are considered undisputed after they disembark the ship, Carnival says on its website.

Norwegian Cruise Line says staff members "are permitted to accept cash gratuities entirely at the discretion of our guests." But it also bills each passenger (except those younger than 3) a \$12 per day service charge, which supports staff "salary and incentive programs." In addition, the company recommends a 15 percent gratuity for guests buying bar drinks and an 18 percent gratuity for passengers purchasing spa treatments. **Source : cnn.com**

## **Pat Boone Acquires Luxury Estate on The Utopia Residential Ocean Liner**

Legendary entertainer Pat Boone and Utopia Residences announced today that Mr. Boone and his family have just acquired a luxury estate onboard the new residential ocean liner.



The **UTOPIA** will circumnavigate the globe and visit cities hosting world famous sporting and cultural events such as the Cannes Film Festival, Monte Carlo Grand Prix, The Olympics, Carnaval, Hong Kong Dragon Boat Festival, Melbourne Cup and other worldwide events. David Robb, Chairman of **UTOPIA** Residences said, "Pat Boone and his family are joining a community of some of the best

families and leaders in business, sports, entertainment and politics on The **UTOPIA**." Pat Boone is on the top 10 list of artists with the most recorded hit singles in world history. Mr. Robb added, "Pat Boone and his wife are leaders in philanthropy and will represent us well as they travel the world in their home aboard our ship." Mr. Boone said, "I am excited to take my family to these world class events on the world's most luxurious ship. Everyone in my family is thrilled about having future family reunions on the **UTOPIA** and travelling the world without leaving our home on the sea." Mr. Boone added, "The people at **Utopia** have a powerful vision of using the ship to engage in philanthropy around the world, and I want to be a part of that as well."

Although it has not formally launched its international sales of its 200 residences, the ocean liner has already attracted commitments and significant attention from high profile celebrities, philanthropists and iconic political and business people.

Pat Boone has a legendary music, film and writing career that spans the globe, and is recognized as an inspirational artist to many people around the world. He and his wife Shirley are residents of Beverly Hills, California, and their daughter Debby Boone is a multi Grammy winning artist. **Source : Vancouver Sun**

## **Coast Guard ships 17 Cubans back to island**

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Seventeen Cuban migrants who were discovered at sea in homemade boats over the previous seven days were returned to Cuba Saturday, among them up to a half-dozen who were saved from a sinking raft and got to spend a night aboard the luxury cruise ship *Monarch of the Seas*.

An 18th would-be migrant was being sent to the U.S. Navy base at Guantánamo Bay, Cuba, to decide whether he or she is entitled to asylum. Someone aboard the 880-foot Royal Caribbean cruise ship spotted six Cubans' "rustic vessel" 18 miles west of Freeport, Bahamas, on Sunday, according to a Coast Guard statement. The ship radioed the Coast Guard and took them aboard "safely," it said. In the course of the week they were moved first on Monday to a 45-foot response boat, the 87-foot patrol boat Cutter *Shrike*, and then to the 110-footer *Ocracoke* out of St. Petersburg.

There were five men and a woman aboard the raft, and it was sinking, according to a statement issued by Royal Caribbean. The cruise ship had departed CocoCay, the cruise lines private island in the Bahamas, and was heading back to Port Canaveral. "We gave them medical treatment. They were dehydrated," said Royal Caribbean's Cynthia Martinez, adding they were turned over to the Coast Guard before the ship reached Port Canaveral. "They were on the ship for less than 24 hours," she said, adding, "they weren't mingling with the guests."

The other Cubans repatriated Saturday at Bahia de Cabañas, Cuba, were up to a dozen who had been spotted by the crew of the Coast Guard Cutter *Tahoma* on Dec. 4 some 12 miles north of Punta Maisi, Cuba. That group was taken aboard the 110-cutter *Sitkinak*, based in Miami, then moved to another cutter and finally to the *Ocracoke* for repatriation.

A Coast Guard petty officer who was responsible for taking media questions on Saturday said she didn't know whether the Guantánamo-bound migrant had been aboard the luxury liner cruise ship or the other one. The cutter *Shrike* is an 87-foot patrol boat based in Port Canaveral, Fla. Under the United States' wet foot/dry foot immigration policy, Cubans intercepted at sea are generally sent back to the island while those who make it to U.S. soil are allowed to stay.

Source : MiamiHerald



Above seen Rotterdam-Beercanal, from the from Riga arriving **NAVIOS ESPERANZA** bound for the Mississippi harbour, assisted by the **SD SEAL** port fwd with **Capt. Peter Andriessen**, and as stern tug the **RT ADRIAAN** with **Capt. Leon Versteeg**, outbound is seen the **EVER SIGMA** assisted by the **FAIRPLAY 22**, just on the right is visible the **ALEXANDER B** which just turns into the Amazoneharbour,

Photo : Frans Sanderse ©





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## **Strong demand for offshore service vessels signals growing market**

Offshore service vessels (OSV) are becoming larger, more specialized and technically sophisticated as a result of the rising demand for more complex deepwater field developments, including the Gulf of Mexico. Currently, there are some 2,500 OSV worldwide, with a steady growth projected from now through 2020. All this has led to an expanded definition of OSV which refers to "not only traditional supply boats, but also anchor handling tug/supply ships, well stimulation ships, and standby ships" and even those "built to carry hazardous and noxious substances, to fight fires, or to occasionally recover oil," explains Stephen Gumpel, Area Manager North and Central America at GL.

At the Annual Workboat Show in New Orleans, Germanischer Lloyd showcased its services beyond traditional classification to provide the maritime, oil & gas and renewables industry with innovative ways to grow, globally and locally. GL also is introducing its new Technology Center in Houston, TX, which bring GL's worldwide technological expertise to the US Gulf Coast.

Aside from the traditional uses of OSV in the maritime and oil & gas industries, interest in OSV is rising exponentially in the growing offshore wind industry. Just look at these numbers: European offshore wind parks will create a demand for 15 to 20 installation ships; an additional 40 to 50 installation ships will be needed as China and the U.S. enter this market; and these vessels will require 200-300 service craft, such as crew supply and service and maintenance vessels.

Currently, GL is supervising several OSV newbuilding and re-building projects, including self elevating units for wind turbine installation purposes, anchor handlers, cable laying barges and vessels, and various supply and maintenance vessels, and is already involved in more than 18 wind installation and maintenance newbuilding projects.

GL opened on 1 September 2010 the GL Technical Center for Plan Approval of Hull, Machinery, Safety and Stability in Houston, TX to serve the US Gulf Coast region. Capitalizing on the technological expertise of GL worldwide, the regional Technology Center provides:

- \* Machinery compliance with different IMO and governmental standards
- \* Testing and compliance of combustion machinery with many statutory regulations
- \* Specific approval of systems and components
- \* Several aspects of welding technology applications (quality, workshop, labor, equipment approvals)
- \* Material manufacturing and corrosion prevention certifications
- \* Ballast water tanks technology inspections, certification and compliance
- \* Pressure equipment design, certifications and consulting. **Source : BYM Marine & Maritime News**



The **Normand Tonjer** seen arriving at Lowestoft - Photo : Ashley Hunn ©

## GREEK TANKER FREED BY SOMALI PIRATES AGAINST RANSOM

Seized in the morning of May 12, 2010. The Greek-owned, Liberia-flagged 72,100 dwt bulker **ELENI P** (IMO 9128025) was sea-jacked around 380 nm south-east of Salalah (Oman) in position 15°55N / 060°50E. The 23/24 member crew comprises of 19 Filipinos, 2 Greek and one Ukrainian sailor (plus one or two unknown sailors), who are said to be unharmed. A crew list has never been provided. Reports say that the vessel - then sailing under another name as **SEAHORSE** - had been attacked already before on April 09, 2009. Greek company Eleni Shipping Ltd. is the owner. The vessel is still held near Garacad at the north-eastern Somali Indian Ocean coast and negotiations for a release, which were earlier reported difficult, had come now to a conclusion and the vessel was released. Source : Ecoterra

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## Hijacked Bangladeshi ship taken to Somali coast

A Bangladesh-flagged ship hijacked by pirates in the Arabian Sea off the Indian coast last week has been taken to the Somali coast, Bangladeshi shipping officials told Reuters on Saturday. "The ship is seen at an anchorage off the coast of Somalia," an official of the Brave Royal Shipping Management Limited (BRSML) said after viewing satellite images of the ship, according to Reuters.

BRSML is the operator of **M.V. Jahan Moni**, hijacked from a spot around 3,000 km east of Somalia on December 5. The ship is owned by a Bangladeshi shipping firm and was sailing to Europe with merchandise from Singapore. "We are eager to negotiate with the hijackers to get the release of all 26 crew along with the ship," said the official, Meherul Karim. The crew included the wife of the ship's chief engineer. Bangladesh sought help from anti-piracy teams in Dubai and Singapore and Indian coastguards immediately after the hijacking.

Meanwhile, a Greek bulk carrier seized in the Gulf of Aden seven months ago was "released from pirate control" on Saturday, the European naval force in the region told the Agence France-Presse, giving no further details. The 72,000-tonne **Eleni P**, with a crew of 23, was hijacked on May 12, 250 nautical miles off the coast of Oman while en route to Kandla in India with a cargo of iron ore bound from Ukraine to China. The owners, Athens-based Eurobulk Ltd., said at the time the crew comprised 19 Filipinos, one Romanian, one Ukrainian and two Greeks, one of whom is the captain. "A group of around 10 pirates on speedboats boarded the vessel," the general manager of Eurobulk, Markos Vassilikos, told AFP.

The ship arrived off the coast of Somalia and anchored in the vicinity of Garacad, NAVFOR said a week later. Somali pirates have raked in millions of dollars in ransom money through hijackings in the Gulf of Aden and further afield. They are currently holding some 35 foreign vessels and 650 hostages, according to maritime watchdog Ecoterra.

## FRITS CURVERS RETIRED



**Frits Curvers** the Chief electrician onboard the **Noble George Sauvageau** retires after 18 years of work on several Neddrill and Noble drilling rig. Frits came in 1992 for the first time on the **Neddrill 4** in 1992. In 1996 Neddrill was bought over by Noble Drilling and the rig was re-named to **Noble George Sauvageau**. After several moves from Frits to other rigs in the Noble company, Frits made his last 3 working years on the **Noble George Sauvageau**. Within the offshore industry **Frits** is a well known man as a person as well as our **Noble Chief electrician**. The crew will not only miss him for his professional skills, but also as a good person to have in their midst. The crew has put Frits in the centre of the weekly safety meeting and presented Frits several gifts organized by his colleagues.

We hope that Frits will enjoy a long and happy retirement together with his family.

**Photo : Richie Rich ©**



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## Succesvol Reddersgala KNRM



De Koninklijke Nederlandse Redding Maatschappij, de KNRM, staat 24 uur per dag, 365 dagen per jaar en ongeacht de (weers)omstandigheden paraat voor redding en hulpverlening op de Noordzee, de Waddenzee, het IJsselmeer en enkele grote binnenwateren. Zij doet dit als een zelfstandige, ongesubsidieerde organisatie en wordt daarbij gedragen door ruim 1.000 vrijwilligers en 85.000 donateurs. De 42 reddingstations van de KNRM komen jaarlijks ongeveer 1.600 keer in actie, waarbij ruim 3.000 mensen worden geholpen of gered.

**Foto: Arie van Dijk ©**

De KNRM garandeert een reddingboot aan iedereen die daar om vraagt. De bemanningen garanderen een maximale inzet, ook onder de meest extreme omstandigheden. Een goede afloop kan niemand garanderen, ook niet voor de redders zelf. Wel investeert de KNRM al het mogelijke om het reddingwerk zo veilig mogelijk te maken. Voor het materieel geldt de standaard van 'alleen het beste is goed genoeg'. De redders krijgen een uitgebreide persoonlijke uitrusting en een gedegen opleiding. Wat de KNRM voor haar bemanningen kán doen, zal zij niet nalaten. Dit laatste vraagt om investeringen. Investeren in de eigen veiligheid is bij dit werk een eerste vereiste. De KNRM is daarom zeer verguld met het Reddersfonds, dat speciaal ter gelegenheid van het Reddersgala in het leven is geroepen. De totale opbrengst van het Reddersgala wordt in het Reddersfonds gestort. Vanuit dat fonds worden door de KNRM investeringen gedaan die de veiligheid van de eigen redders ten goede komen. Vrijdagavond 10 december vond het 6e Reddersgala plaats in een sfeervol Kurhaus in Scheveningen. Aan het einde van de avond vond de overdracht van de cheque plaats ter waarde van € 279.170 door Kurhaus directeur Erwin Bruyn aan de voorzitter van de raad van toezicht van de KNRM, de heer Van Duyvendijk, onder toezien oog van de presentator van de avond Annemarie Jorritsma.



## Moldovan ship sinks off Israel coast due to stormy weather, crew safe

A Moldovan cargo ship sank in bad weather off Israel's coast on Sunday but its 11 crew were rescued, an Israeli maritime official said. The Moldovan ship sank ... the crew got off on life rafts," Yigal Maor of Israel's Shipping and Ports Authority told Israel Radio. The sailors, all Ukrainian, were "alive and well" after being picked up by a Taiwanese merchant vessel, he said.

Another official with the Shipping and Ports Authority named the Moldovan ship as the "Adriatic". Israeli media said the ship had been carrying 3,000 tons of iron and issued a mayday call 10 miles (16 km) from Ashdod port as squalls raked Israel's coastal region.

After a weekend of rains and 100kmh-strong winds - which caused a number of accidents, blackouts and injuries across the country - the long-awaited winter weather conditions are set to escalate Sunday. Expect much more rain falling across the north and center of the country. Snow began to fall on Mount Hermon in the morning and more was expected elsewhere on the Golan Heights. The strong winds over the weekend cost a 4-year-old Jerusalem boy his finger, after the wind slammed a door on his hand.

A 6-year-old girl from Beitar Ilit, who was visiting the tomb of Rabbi Shimon Bar Yochan on Mount Miron with her family, was also injured this weekend after the heavy winds caused a door to slam on her hand. Five people were lightly injured at the Holiday Inn in Tiberias after a large glass window was shattered by the heavy winds. Traffic throughout many areas of the country was congested after streetlights stopped working and trees fell onto roads. In the Negev, heavy sand storms impairing visibility caused a traffic accident that left six people lightly injured.

Various regions throughout Israel also experienced power shortages, caused by rain, lightning and falling trees caught by the wires due to powerful winds. In the Gush Dan metropolitan area, trees and branches fell on electrical wires, cutting off power in parts of Tel Aviv, Bnei Brak, Holon and Bat Yam. The Israel Electric Corporation was able to restore power in most locations.

The company said Saturday that it was well-prepared for the storm, citing a nation-wide drill for extreme winter conditions held two weeks ago. The company's 103 hotline will operate in the coming days as an emergency line, and the company warned that electrical wires and cables must not be touched under any circumstances.

The Electric Corporation also asked that people remove or secure objects that can be picked up by the wind - such as shutters, antennae and window boxes. Despite the strong winds, rain across most areas over the weekend was moderate. By last night, Nahariya topped the list with 42mm in rainfall, followed by the northern Golan Heights with 30mm and Rosh Pina with 20mm. Only 4mm of rain fell in Tel Aviv over the weekend, while Jerusalem saw just 1mm of rain.

Much stronger rainstorms are expected Sunday, however, and winds are expected to reach 120 kmh. Nahum Malik of the Meteotech weather service told Haaretz that waves further off the coast are expected to be as tall as 10 meters high, and that rain will fall continuously from noon until after midnight, reaching some 70 to 100mm along the coast. Flooding may take place in cities and in the parts of the Carmel region decimated by the recent forest fire.

Temperatures were also expected to drop Sunday - to 4 degrees Celsius in Safed, 7 degrees in Jerusalem and 15 degrees in Tel Aviv. Tomorrow the wintry weather should begin to recede, although rain may still fall up until Tuesday morning. Temperatures are expected to rise toward the end of the week, but it will not be as warm as the first week of December. More rain is expected over the weekend, but Malik said it will likely be considerably weaker than that expected for Sunday. [Source : Haaretz.com](http://Haaretz.com)

## **22 feared dead after SKorean trawler sinks in Antarctica**

A South Korean trawler sank suddenly and without warning off Antarctica Monday, killing up to 22 fishermen, with its owners saying it may have collided with an iceberg. Rescuers said the 22 men from the **No. 1 Insung** had no chance to don protective gear as they scrambled to escape the trawler and were presumed dead as they had only 10 minutes' survival time in the icy waters.

The trawler went down so fast it did not even have a chance to send an SOS before plunging to the depths of the Southern Ocean, Maritime New Zealand said. Insung Corporation spokesman Ryan Kim said the company was trying to understand what happened. "The boat sank in about 30 minutes. We are trying hard to find the reason why it sank so quickly," he told AFP.

We believe the vessel might have been hit by an iceberg or a strong wave, although we have yet to secure any evidence of this. We are now collecting information from the surviving crew." Another trawler plucked 20 fishermen from the sea shortly after the ship sank about 6:30am (1730 Sunday GMT) but the rest of the 42-strong crew had only minutes to live without proper immersion suits.

Five died immediately and rescuers initially hoped some of the 17 missing had reached a lifeboat. Maritime New Zealand coordinated desperate efforts by five trawlers to search the remote area 1,000 nautical miles north of the McMurdo Antarctic base and 1,500 nautical miles from New Zealand's southern tip. But rescue controller Dave Wilson admitted defeat late Monday, saying "it was increasingly unlikely further survivors would be found".

Maritime NZ spokesman Ross Henderson said the boat appeared to have gone down in calm conditions and did not send an SOS. "We had no distress signal. At this stage we don't know what caused the vessel to sink," he told AFP.

"There was no emergency communication or beacon alert of any type, which we would normally expect in these sort of situations. We don't know what the reason for that is." A coastguard spokesman in the southern South Korean port of Busan, where the ship is based, told AFP there were eight Koreans, eight Chinese, 11 Indonesians, 11 Vietnamese, three Filipinos and one Russian on board. Chinese state media said there were four Chinese among the missing, but the other victims' nationalities were unknown. The waters around Antarctica are notoriously rough but Henderson said conditions Monday consisted of light 10 knot winds and a one-metre (3.3-foot) swell.




He said New Zealand, which is in charge of rescue operations in the area, was not informed of the accident until 1:00pm, about six and a half hours after it occurred. Plans to send a Royal New Zealand Air Force long-range Orion plane were "not viable" because it would take at least eight hours to reach the location and the crew members would certainly be dead by then, Henderson said. The 20 survivors and bodies were on another South Korean fishing vessel, **No. 707 Hongjin**.

The stricken trawler was fishing for Patagonian toothfish, a rare species that lives in waters so cold that Greenpeace says it has a form of anti-freeze in its blood. The fish, marketed as Chilean seabass, is popular in South America, the US and Japan and is often illegally caught. Greenpeace, which says the Patagonian toothfish is known as "white gold" in the industry for its highly valued flesh, lists it as a species in danger of being unsustainable.

The Commission for the Conservation of Antarctic Marine Living Resources (CCAMLR), the global body overseeing fishing in Antarctic waters, said **Insung** had submitted papers to renew the trawler's licence just before it sank. The **No.1 Insung** was one of seven South Korean vessels licensed to fish in the Southern Ocean, five of which were hunting toothfish, CCAMLR said.

The Korean fleet is not the dominant fleet but it's one of the major operators in the Southern Ocean targeting toothfish," CCAMLR director Andrew Wright told AFP. It had a permit to trawl Antarctic waters until June 2014.

## NAVY NEWS



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## US Navy Ship Takes On Costa Rican Lawmakers For Tour

In a refueling and supply stop in Golfito, the **USS Doyle**, and its 211 crew took the opportunity to show their wares off to a group Costa Rica's legislators, who were invited onboard for a look see. Costa Rica's legislators are concerned about the Joint Maritime Agreement, a bilateral agreement that allows the U.S. to enter Costa Rican waters in its drug fighting effort.

The approval of US warships in Costa Rican waters stirred much controversy in July, many questioning the presence of US military ships and personnel in Costa Rican territory. The visit by the 12 Costa Rican legislators was arranged by the US Embassy in San José. "The goal of the visit is to facilitate the transparency of U.S. ship visits now and in the future by gaining a firsthand understanding of the importance and value of U.S. ship visits to Costa Rican ports," US Ambassador to the Costa Rica, Anne Andrew wrote in an statement.

Joining the legislators was also Costa Rica's anti-drug chief, Mauricioa Boraschi. The **USS Doyle** purchased fuel from the state owned RECOPE and supplies from local supermarkets, estimated at between us\$2 and us\$3 million dollars.

**USS Doyle (FFG-39)** was the 30th ship to be constructed in the Oliver Hazard Perry-class of guided missile frigates of the United States Navy. The Doyle was named after Vice Admiral James Henry Doyle (1897-1982) Vice Admiral Doyle was most known for his contributions during the Korean War as Commander Amphibious Group One.

Her keel was laid down by Bath Iron Works Corporation of Bath, Maine, on 23 October 1981. She was launched on 22 May 1982 and commissioned on 21 May 1983. **Source : InsideCosta Rica**

## **HMS Calamity: First it ran aground, then it collided with a tug. Now Britain's £1.2bn flagship submarine breaks down on its first day back in service**

The troubled Royal Navy nuclear submarine that ran aground off Scotland has broken down on its first day back at sea. The £1.2 billion **HMS Astute** – flagship of the Navy's submarine fleet – was forced to limp back into its home port of Faslane on Friday after a mechanical failure during sea trials the previous day off the coast of Scotland, naval sources revealed.



Last night experts identified a fault in the steam plant, which affected the propulsion and the desalination system that makes sea water drinkable for the vessel's 90 crew. The latest embarrassing incident came as the Ministry of Defence conceded that despite bristling with the latest global positioning and eavesdropping systems, the super-sub still relies on paper charts similar to those used in British submarines during the Second World War.

Insiders said cuts in defence spending mean that although electronic charting is fitted in some Royal Navy

ships, it will not be installed in **Astute** until next year. **HMS Astute** is the first of seven new nuclear-powered submarines of its class and will undergo repairs over the weekend. The Navy hopes it will be back at sea this week.

The breakdown near the Western Isles came just seven weeks after **Astute** ran aground off the Isle of Skye and had to wait for high tide before it could be refloated and towed away. During the rescue, a tug collided with the submarine, damaging its starboard side.

The repairs cost £7 million. **Astute's** captain, Commander Andy Coles, was relieved of his command at the end of November. An official service inquiry, which has just been completed, is expected to blame human error for the grounding.

The latest incident happened on the first day the submarine's new captain, Commander Iain Breckenridge, took charge of the 7,800-ton vessel, which carries Tomahawk cruise missiles. Navy sources said **Astute** – which is supposed to be capable of staying at sea for three months at a time – reached Faslane under its own power.

A source said: 'We could do without these new technical problems just weeks after **Astute** was grounded. At least this time it wasn't damaged.' Speaking about the mapping capabilities of the submarine, an MoD spokesman said: '**HMS Astute** is fitted with a range of navigational aids, which include GPS and an electronic plotting table. She will be fitted with electronic charting as part of an ongoing upgrade of the navigational systems on all Royal Navy vessels.'

'The circumstances surrounding the [grounding] incident have been investigated and the service inquiry has reported and is being considered. It is too early to discuss its outcome. '**HMS Astute** has been completing sea trials and has returned to port to have a minor defect corrected.' **Source : dailymail.co.uk**

## Sale of patrol boats to Venezuela caused divisions in Spanish government

Communications between the United States Embassy to Madrid and Washington showed the confrontation between then Spanish Foreign Minister Miguel Ángel Moratinos and then Minister of Defense José Bono regarding the military deal, according to Spanish newspaper El País

An agreement between the governments of Spain and Venezuela to sell patrol boats and military planes to President Hugo Chávez's administration stirred an intense diplomatic activity between Washington and Madrid and caused discomfort among some ministers of the cabinet led by Spanish Prime Minister José Luis Rodríguez Zapatero.

This was revealed in an investigation published by Spanish newspaper El País, based on dozens of secret documents disclosed by the website WikiLeaks.

Communications between the US Embassy to Madrid and Washington showed the confrontation between then Spanish Foreign Minister Miguel Ángel Moratinos and then Minister of Defense José Bono regarding the military deal, according to El País.

The diplomatic cables showed that the US government pressed repeatedly Spain to avoid signing the agreement. This issue became one of the main obstacles in the normalization of relations between the European country and the United States, following the withdrawal of Spanish troops from Iraq. "Dozens of confidential documents showed how Washington pressed again and again senior foreign and defense officials, including ministers, and even Spanish Prime Minister José Luis Rodríguez Zapatero. Finally, Spain decided to sell the patrol boats to Venezuela, but the US vetoed the technology transfer required to sell military planes," El País said.

The agreement to sell military weapons, agreed by Bono on a trip to Caracas in January 2005, increased US concerns over the rapprochement between Venezuela and Spain. In February, Bono himself made a phone call to the US Embassy to stress that the ships were patrol boats. He ratified that Caracas had provided assurances that the patrol boats would not be used for offensive purposes, but to protect Venezuelan coast and the country's exclusive maritime zone. Bono asserted that the sale was not politically-oriented. He said that the contract "was very important for Izar," a Spanish shipbuilding company.

Several members of the Ministry then led by Moratinos said that they were at odds with the transaction. They insisted on saying that Bono "had pushed the deal despite strong opposition from the Foreign Minister," and they even criticized Zapatero.

Then US Deputy Secretary of State Robert B. Zoellick, during his visit to Madrid in April 2005, conveyed the same message of discomfort to Zapatero, who claimed that Spain had sold defense equipment that would allow Venezuela to fight against drug trafficking and terrorism.

The investigation showed that the topic became a frequent issue in the bilateral relationship. Spain wanted to sign the deal, but at the same time it wanted a rapprochement with Washington, as it shared US concerns about the deterioration of democracy in Venezuela. Moratinos even asked Deputy Secretary Paula Dobriansky to raise specific US proposals to help the Venezuelan opposition. **Source : El Universal**

## New vessel to patrol India-Pakistan sea border

Indian Coast Guard Ship (**ICGS**) **Vijit**, the second in the series of 90-metre Offshore Patrol Vessels (OPV), was commissioned by Minister of State for Defence M.M. Pallam Raju at Goa on Saturday. Vice-Admiral Anil Chopra, Director-General of the Coast Guard, and Rear Admiral (retired) Vineet Bakshi, Chairman and Managing Director of the Goa Shipyard Limited (GSL) which built the ship, were present on the occasion.

**ICGS Vijit** will be commanded by Deputy Inspector-General Naresh Kaul and manned by eight officers and 82 men.



To be homeported at Porbander, the state-of-the-art vessel will be used extensively to patrol the country's northwestern maritime region, more so along its sensitive international maritime boundary line (IMBL) with Pakistan, a press release said.

**ICGS Vijit** is fitted with advanced navigation and communication equipment, sensors and machinery. It features an Integrated Bridge System, Integrated Machinery Control System, Power Management System, High Power External Fire Fighting System (ABS Fi-Fi Class-1), and an indigenous Close Range Naval 91 Gun Mount, along with an optical fire control system for round-the-clock use.

The ship is designed to carry one twin-engine light helicopter and five high-speed boats for search and rescue (SAR), law enforcement and maritime patrol. It is also capable of carrying pollution response equipment to combat marine oil spill contamination.

The advanced Global Maritime Distress and Safety System on board makes it the right platform to carry out SAR operations. **ICGS Vijit** displaces 2,390 tonnes and is capable of attaining a maximum speed of 26 knots. At economical speeds, it has an endurance of 4,500 nautical miles and can stay at sea for 15 days without replenishment.

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## **Hr.Ms. Pelikaan levert schoolborden af op Bonaire**



**Hr.Ms. Pelikaan** heeft gisteren zeven schoolborden afgeleverd bij haar naamgenoot op Bonaire, basisschool "de Pelikaan". Deze school is één van de instellingen die door de Commandant der Zeemacht in het Caraïbisch Gebied (CZMCARIB) is aangewezen als goed doel project. Dit houdt in dat een afdeling of eenheid zich ontfermt over de betreffende organisatie en deze een aantal maal per jaar, met vooral mankracht, ondersteunt.

In dit geval werden de schoolborden beschikbaar gesteld door de Curaçaose Schreuderschool en verzorgde **Hr.Ms. Pelikaan** het transport tussen beide scholen. In het voorjaar zal de bemanning van **Hr.Ms. Pelikaan**, tijdens één van de

reguliere transportopdrachten naar Bonaire, de school ondersteunen bij het opknappen van het schoolplein en enkele schilderwerkzaamheden verrichten.

## **RFA Diligence Undertakes Frontline Security Duties**

### RFA shows versatility of vessel as she takes a break from repair role...

British Royal Fleet Auxiliary support ship **RFA Diligence (A132)** recently took a break from her usual role as forward repair ship in order to undertake front line maritime security duties in one of the world's busiest and most important shipping environments.

During periods of availability in her normal schedule supporting Royal Navy units in the region, the 10,765-tonne vessel has been assigned to Combined Task Force 150 (CTF 150). CTF 150 is the counter-terrorism and maritime security mission of Combined Maritime Forces (CMF), a global maritime partnership tasked with promoting security and stability in Middle Eastern waters.

CTF 150 tasked **Diligence** with monitoring various vessels of interest and with undertaking 'pattern of life' operations. These involve building a complete picture of the maritime environment, such as daily shipping movements and fishing activities, in order to identify behavior that could indicate piracy, smuggling, terrorism or other illegal activities.

Diligence also worked closely alongside other warships assigned to CTF 150, including U.S. destroyer **USS Winston S. Churchill**, Pakistan frigate **PNS Khaibar** (formerly **HMS Arrow**) and French frigate **FS Commandant Bouan**.

In training exercises, Diligence acted as a suspect vessel for boarding teams from the other vessels to search. As way of appreciation, each ship offered Diligence the opportunity to 'cross deck' enabling RFA personnel to spend time aboard a foreign warship, sharing experiences with counterparts. Captain Philip Hanton RFA, Diligence's Commanding Officer remarked, "Diligence is first and foremost a repair ship. Her workshops and maintenance facilities help sustain the worldwide reach of the Royal Navy. However, the Royal Fleet Auxiliary is nothing if it is not versatile. For **Diligence**, multi-national maritime security operations are a completely new role and I'm proud of how we have adapted to fulfill this innovative tasking."

CTF-150 was established to help create a lawful and stable maritime environment free from terrorism and related activities. The area of operation spans over two million square miles, covering the Red Sea, Gulf of Aden, Indian Ocean and Gulf of Oman. These waters are a vital artery of world trade that include the main shipping routes from the Far East to Europe and the US with over 23,000 shipping movements per year. In addition the region contains three narrow waterways, known as 'choke points', where vessels are required to pass closely between two shorelines. This means they have limited maneuverability and are more vulnerable than would otherwise be the case in open waters.

Commodore Greg Sammut, Royal Australian Navy, commander CTF 150, expressed high praise for Diligence's efforts as part of his Task Force, "**RFA Diligence** has provided outstanding support, providing timely surveillance and reconnaissance of the area, which is vital for achieving the CTF 150 mission. Her flexibility, professionalism, and capability contributed to maintaining the security of the maritime environment, and we look forward to working with her again in the future."

Commodore Tim Fraser RN, the UK Maritime Component Commander, has operational control over all Royal Navy warships, aircraft and personnel in the Middle East maritime theatre, currently totaling over thirteen hundred personnel and more than a dozen vessels. Speaking from his headquarters in Bahrain, Commodore Fraser said, "After the nuclear deterrent and Afghanistan, this region is undoubtedly the most important operational focus for the Royal Navy."

"As if the geographical size of the Middle East wasn't a challenge in itself, it is also a busy and constantly changing environment of the very highest strategic importance. Navies work best here when they work together. There is always a requirement for additional ships for coalition operations and I was pleased therefore to be able to contribute RFA Diligence to CTF-150" added Fraser. "Even in the relatively brief period for which she was available, Diligence and her crew have made a positive contribution to maritime security and international cooperation in the region."

Source : Shipping Times

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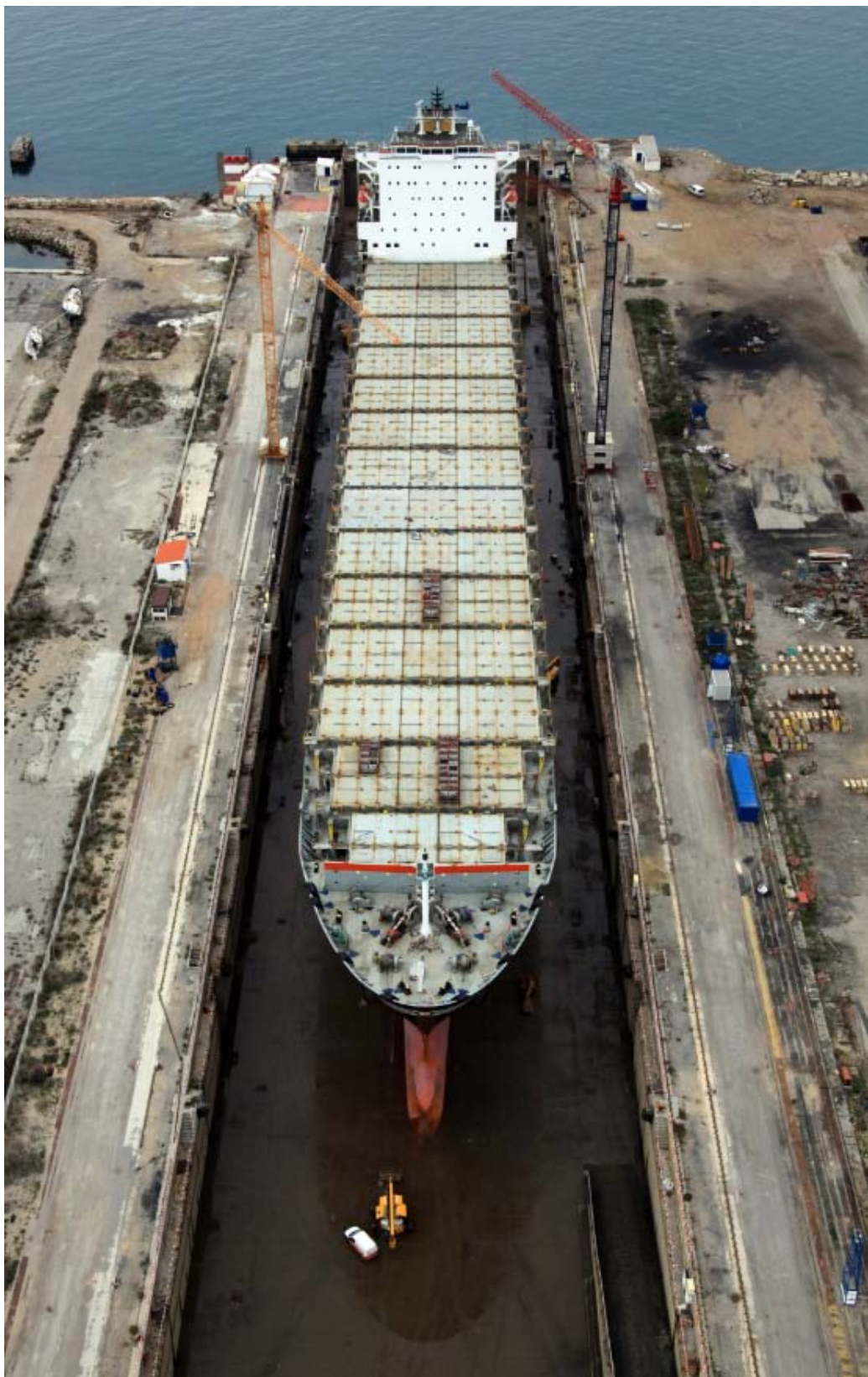


The **SANKO DOLPHIN** (ex **JAYA VALIANT 2**) seen in drydock in Cape Town – **Photo : Aad Noorland ©**

## Vinashin must pay its own debts

A Vietnamese minister said state- owned Vietnam Shipbuilding Industry Group, known as Vinashin, should make a \$60 million debt payment on its own as the government offers to help the company become profitable. "They will have to pay on their own," Planning and Investment Minister Vo Hung Phuctold journalists in Hanoi today. "We will restructure Vinashin's projects and we will help Vinashin operate profitably so it can pay debts by itself." Vinashin may default on foreign-currency liabilities within the next 30 days, Standard & Poor's said December 6. Moody's Investors Service last month cited the company as saying on November 19 that it may delay the \$60 million principal payment on a \$600 million loan. The company invested in non-core activities, falsified financial reports and is on the verge of default, the World Bank said in October. **Source : Seatrade Asia**





The container vessel "**MSC DEBRA**" belonging SEACASTLE SINGAPORE Pte.Ltd. with 294 meters length, under dry docking works at CERNAVAL Shipyard in Algeciras, Spain.

**Photo : David North ©**

# Northrop Grumman Completes Propeller Installation on USS Theodore Roosevelt

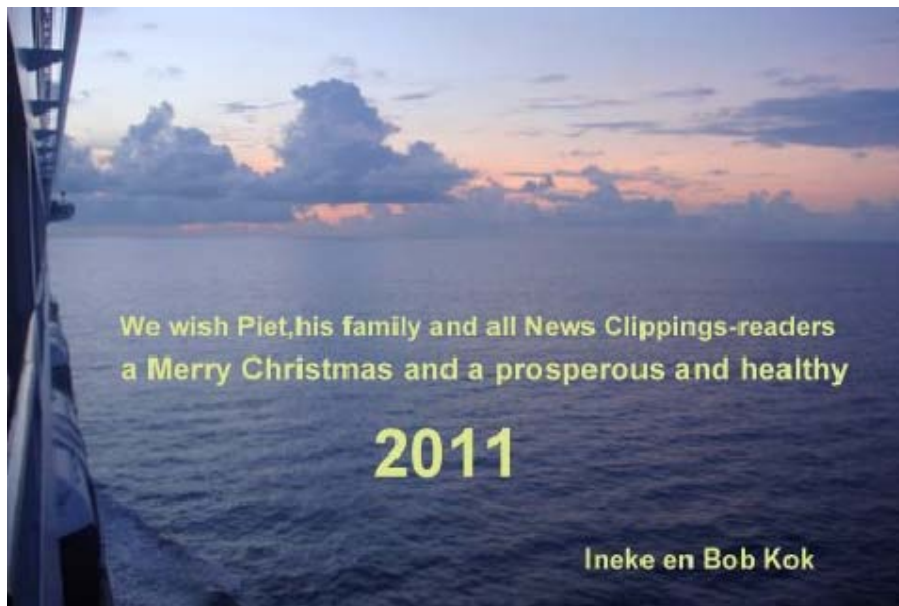
Northrop Grumman Corporation's Shipbuilding sector completed a significant milestone on the Nimitz-class aircraft carrier **USS Theodore Roosevelt (CVN 71)** with the installation of the ship's propulsion shafting and propeller installation on Dec. 5.

The carrier is undergoing a refueling and complex overhaul at the company's Shipbuilding sector in Newport News Va., the nation's sole designer, builder and refueler of nuclear-powered aircraft carriers. "This is a significant accomplishment in a very large and complex project," said Todd West, CVN 71 program director for Northrop Grumman Shipbuilding-Newport News. "Installing the ship's propulsion shafts and propellers is a significant accomplishment performed during the docking phase of the overhaul and brings us one step closer to moving the ship out of dry dock and back into the water."

An important aspect of this availability includes removing, refurbishing and reinstalling the ship's propulsion shafts and 60,000 pound propellers. Work began shortly after the ship arrived in August 2009 and took about 15 months to complete.

"It's great to witness Team **Theodore Roosevelt** achieving this important milestone in returning a renewed, refueled and refurbished Theodore Roosevelt to the fleet," said the ship's executive officer, Capt. Douglas Verissimo, U.S. Navy. "Reinstalling the propellers aboard this ship is an exciting feat of engineering, teamwork and skill, and it represents a significant achievement as we work together to get the ship back in the water again where she belongs."

**Theodore Roosevelt** is undergoing its refueling and complex overhaul. The project is scheduled to last more than three years and will be the ship's one and only refueling and complex overhaul in a 50-year life span. Theodore Roosevelt is the fourth ship of the Nimitz class to undergo this major life-cycle milestone.



# Kvichak Builds Second Long Beach Transit Water Taxi



The brightly painted Aqualink built by Kvichak Marine Industries (KMI) and designed by Incat Crowther of Australia, has been in operation by Long Beach Transit (LBT) shuttling visitors and commuters between the Long Beach downtown/waterfront area to Alamitos Bay Landing since 2001. This water taxi has lead LBT back to Kvichak to build a second boat to add to their fleet and route expansion.



**Aqualink II** an all-aluminum, 65-ft x 24-ft fully-enclosed catamaran is currently under construction at Kvichak Marine Industries. The 74-passenger cat is powered by twin Cummins QSM 11 diesel engines, rated for 610 HP @ 2300 RPM, and fitted to ZF 360A marine gears. The vessel will operate at a service speed of ~25 knots with a crew of two.

During travel passengers can enjoy food and beverage service at the Snack Bar Kiosk that is integrated with the main passenger cabin. Kvichak will outfit the kiosk with a refrigerator, coffee brewing system, soft drink dispenser, sink, and Corian bar top. Delivery is scheduled for May 2011. **Source : MarineLink**

Additional vessel features include:

Length, o.a. 64.9 ft

Beam, o.a. 24 ft

Draft 4.5 ft

Fuel capacity 700 gal

Genset Northern Lights 30 kW

Air conditioned cabin

## **ROUTE, PORTS & SERVICES**

A red and white ship named Pittford Salvor is shown from an aerial perspective, sailing on the ocean. The ship has a red hull and a white superstructure. The name 'PITTFORD SALVOR' is visible on the side.

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## **Lauritzen Kosan takes delivery of LPG carrier**

Lauritzen Kosan has taken delivery of the first LPG carrier in a series of six units from the Chinese shipbuilder Yangzhou Kejin in Jiangdu. The vessel has been named **Helle Kosan** for registration under the Isle of Man flag. It is the first new pressurised LPG carrier in Lauritzen Kosan's fleet. The company was a pioneer with the first semi-refrigerated carrier in 1961. The **Helle Kosan** and its sisters will be employed in Far East trading where the pressurised units are the most common type of LPG carrier. The **Helle Kosan**, which has a capacity of 3,700 cubic metres, measures 99.9 metres overall and has a beam of 16.6 metres. The 3,734 bt LPG carrier is powered by a B&W/Alpha diesel type 8L27/38 developing 2,720 kW. The next unit will be delivered in March 2011 and the remaining four units later in 2011. **Source : ShipGaz**





The **Aalsmeergracht** seen passing under the Orwel River bridge on its way to unload at Ipswich UK

Photo : Bison ©

## HTB may open Nagasaki-Shanghai ferry svc.

An international regular ferry service is likely to open between Nagasaki and Shanghai as early as next summer. Initially, Huis Ten Bosch (HTB) in Sasebo, Nagasaki Prefecture, looked into the possibility of opening a new service between Sasebo and Shanghai to lure more Chinese tourists. The theme park, however, finally decided to consider having ferries call at Nagasaki port as the port has CIQ (customs immigration quarantine)-related facilities. The Nagasaki prefectural government also has decided to consider the new ferry service as a joint undertaking with HTB. HTB plans to set up new companies to own and operate the Nagasaki-Shanghai service and buy secondhand ferries. It is slated to start offering an alternate-day service as early as July 2011. A Nagasaki prefectural government official said, "Cargoes from Shanghai enter Nagasaki via Hakata or Kitakyushu. The creation of a direct service will bring benefits to Nagasaki in terms of transportation time and cost." The Nagasaki-Shanghai service was halted in January 1997. The regular ferry service, if opened, marks the first in 14 years. **Source: Kaiji Press**

## Upgraded research vessel a huge advancement

Upgraded research vessel a huge advancement for New Zealand science and exploration



NIWA welcomed home **RV Tangaroa**, New Zealand's only deepwater research vessel, after a \$20 million dollar upgrade to enhance its ocean science and survey capabilities. **Tangaroa** is the only ice-strengthened research vessel in the country and NIWA's base for major offshore, international science work. The vessel is 20 years old, and the upgrade will now enable **Tangaroa** to meet New Zealand's ocean research and survey needs for the next 20 years.

The vessel has spent the last five months in Singapore being extensively upgraded, including the installation of

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 348

a dynamic positioning (DP) system. A DP system is a fully automated system that allows the vessel to remain fixed in a specific position at sea, despite wind, waves, and currents. It also allows the boat to precisely navigate a straight path.

The system installed on **Tangaroa** is a DP2 system which uses electrically powered thrusters and computerised controls to fix the vessel to a specific area, guided by satellite positioning or transponders on the seabed.

DP2 capabilities are essential for ocean science and marine operations undertaken by oil, gas, and mineral industries, where new technologies often require vessels to hold a steady position. This includes the deployment and use of remotely operated vehicles (ROVs), autonomous underwater vehicles (AUVs), manned submarines, seafloor observatories and other equipment temporarily fixed to the seabed, such as seabed samplers and rock coring equipment. Dynamic positioning is also very important when deploying divers or working around marine construction works, such as oil and gas platforms or pipelines.

There are no other New Zealand-based vessels with DP2 capabilities, meaning New Zealand is becoming increasingly reliant on foreign vessels for marine work requiring precise positioning. NIWA's General Manager of Research, Dr Rob Murdoch, says the upgrade to **Tangaroa** provides New Zealand with a valuable asset to help advance ocean science, surveying and exploration.



"International demand for research and survey vessels with DP2 capabilities has increased a lot over the last few years, especially with the heightened activity in the exploration industries. By installing the DP2, we can provide these capabilities without companies having to look offshore for foreign vessels to do the job. That's a huge advancement for New Zealand."

**Photo's : Piet Sinke ©**

"**Tangaroa** has always had excellent research capabilities, but these improvements will really allow NIWA to meet the future demands of its ocean science and commercial clients. Many oil and gas exploration companies demand dynamic positioning capabilities on vessels as a safety and environmental



requirement and now we can provide a vessel locally.” Other improvements to the vessel included installing new laboratories, upgrading air conditioning systems, refurbishing winches, the galley and dry stores, installing a new deep sea winch and a bridge wing to view gear deployments, and stripping and re-painting the vessel.

**Tangaroa** will remain in Wellington for the next few days to undergo final sea trials, before being deployed on its first voyage of 2011 – a fish stock trawl survey over the Chatham Rise. **Source : Scoop**

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## Swedish Club's P&I tonnage grows

The Swedish Club reports strong growth in the first nine months of the year. The P&I book is at a record level, totalling 46.6 million GT as of December 1. “The growth we have seen comes from more vessels entered with the Club for P&I by our existing Members, the addition of new P&I Members and, of course, valuable new business introduced to us by the broking community. This year has also seen a clear change in market perceptions of The Swedish Club. In the past there has been a sense, in some quarters, that The Swedish Club is a Hull insurer first, albeit with a strong interest in P&I. Today, this perception has changed. We are now clearly seen as an expanding and attractive P&I Club, first and foremost, whilst retaining a strong commitment to the Marine side of our business”, says Lars Rhodin, MD of Swedish Club, in a comment.

At a board meeting, the board members agreed on a general increase for the 2011–2012 P&I policy year of 2.5 per cent due to “the growth in shipowner liabilities, the continued increase in claims frequency and the expectation that claims values will rise as general economic recovery takes hold.” In addition, a General Increase for Freight, emurrage & Defence of 10 per cent was agreed on, “to take account of inflation and a higher utilisation of the Club's resources”.

**Source : ShipGaz**

## Ex-Olympia back to the Baltic

The former Swedish ferry **Bilbao** will return to the Baltic Sea in 2011. Irish Continental Group plc has announced that it has entered into an agreement to sell the ferry to the company St Peter Line, which is registered on Cyprus. The ferry has been sold for EUR 37.7 million, payable in instalments up to September 2016. The transaction has the form of a bareboat/hire purchase agreement according to which the vessel is chartered by Irish Continental Group to St Peter Line. On payment of the final hire in September 2016, the vessel will be transferred to the charterers. The delivery of the **Bilbao** is expected to take place in December 2010.

St Peter Line will deploy the ferry on the Stockholm–St Petersburg route in April 2011. The ferry was built as the **Olympia** in Turku in 1986 for Viking Line's traffic and will be renamed **Princess Anastasia** by St Peter Line. St Peter Line also operates the ferry **Princess Maria**, Silja Line's former Finlandia. Irish Continental Group has owned the vessel since November 1993, when the **Olympia** was purchased after the bankruptcy of Rederi AB Slite. The ship has been on charter to P&O European Ferries as the **Pride of Bilbao**. **Source : ShipGaz**





The **ICE FLAKE** seen in IJmuiden – Photo : Marcel Coster ©

## Koper port in talks with Indian shipping lines for direct connectivity

Slovenian port, Port of Koper, is engaged in discussions with several Indian shipping lines, including state run-Shipping Corporation of India (SCI), for establishing a direct port connectivity between the two geographies, a senior Port of Koper official said.

"We are talking to several shipping lines for establishing a direct shipping connection with our port. Shipping Corporation of India is one among them," Port of Koper's Board of Management's Vice-President, Tomaž Martin Jamnik, told PTI here.

The port management would be happy if the SCI considers its request, Jamnik said, adding "it is their call now." Port of Koper is Slovenia's only port and serves as the gateway to reach central and south-eastern European markets.

Jamnik was part of a Slovenian delegation that visited India at the invitation of apex industry body, Confederation of Indian Industry (CII), to explore further trade opportunities between the two countries. A direct connection with the Koper Port would not only reduce shipping time to Europe from India but also enhance trade, he said. "We are an European port and not simply a Slovenian one with some 2,000 nautical miles lesser in distance from India compared to the Rotterdam Port. Moreover, we are also some 400-800 kilometres close to the European market as well," Jamnik said.

Shipping Corporation of India Chairman, S C Hajara, confirmed having received a request from the Port of Koper.

"They have given a request. It is a part of several such requests that we receive. We will study the market before taking any decision," Hajara said. The port is eyeing the high-volume India trade with Europe, which is currently being handled by other ports, mainly Rotterdam, he said, adding the strategic location of the port offers a big advantage.

With 25 berths, the Koper port has 11 specialised terminals, including passenger, fruit, timber, container, livestock and car. The V and X pan-European transport corridors, which pass through Slovenia, are also linked with the Koper port.

Source : Deccan Herald



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## Weer meer schepen naar Rotterdam

Het aantal schepen dat de haven van Rotterdam aandoet, is alweer bijna op het niveau van 2008. Na het slechte jaar 2009 zitten schepen nu zelfs alweer voller dan in 2008. Dat blijkt uit cijfers van Royal Dirkzwager, een leverancier van scheepsinformatie in Noordwest-Europa.

Volgens commercieel manager Jeroen Kortsmit voeren er vorig jaar 9 procent minder schepen de haven in en uit. „We zitten nu op een plus van 6 tot 7 procent.” De bezettingsgraad zit nu rond de 88 procent. In 2008 was dat nog 86 procent.

Kortsmit ziet in de cijfers dat havenondernemers weer het vertrouwen hebben dat het goed gaat. „Nieuwe schepen staan weer in bestelling en de balans is weer wat terug”, aldus de manager. Bovendien ziet Kortsmit de schepen nog steeds groter worden.

Volgens hem zijn bedrijven wel slimmer bezig met de vaarroutes, aangezien ze nog steeds voorzichtig zijn. „Veel rederijen varen bijvoorbeeld in allianties en niet meer elk met hun eigen schepen. Ze delen het landingaanbod.”

Eind deze maand publiceert het Havenbedrijf Rotterdam de overslagcijfers over 2010. De havenorganisatie gaat ervan uit dat dit jaar de overslag met ongeveer 10 procent stijgt. Daarmee zou het niveau van 2008 weer zijn bereikt. **Bron : ANP**



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



The **SD SEAL** seen assisting the **HYUNDAI SPLENDOR** in Rotterdam-Europoort

Photo : Jacco van Nieuwenhuyzen ©



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