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**Rederij Groen's REMUS seen anchored off Rio de Janeiro**  
**Photo : Wout Vantellingen (c)**

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## EVENTS, INCIDENTS & OPERATIONS



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The brand new **MAERSK ERVING** seen during her maiden call arriving in Felixstowe  
Photo : Andrew Wright – [www.aswimages.co.uk](http://www.aswimages.co.uk) ©

## Turkey discusses Erdoğan's new waterway project

Erdoğan's announcement of a plan to build a canal so that oil tankers and other commercial shipping can bypass the congested Bosphorus Strait has triggered heated discussion on the possible consequences of the project.

Prime Minister Recep Tayyip Erdoğan's announcement on Wednesday of a plan to build a canal so that oil tankers and other commercial shipping can bypass the congested Bosphorus Strait has triggered heated discussion on the possible consequences of the project.

Erdoğan on Wednesday announced his new project, Kanal İstanbul, a 150-meter-wide waterway that will link the Black Sea to the Sea of Marmara. He said the canal is the "greatest project of the century." Main opposition Republican People's Party (CHP) leader Kemal Kılıçdaroğlu seemed to be unimpressed in his initial reaction, saying the government should be using its resources to empower the poor. CHP Burdur deputy Ramazan Kerim Özkan made the same point when he said: "Leave that crazy project alone. First feed our citizens." Erdoğan earlier referred to the plan as a "crazy project." Bülent Tanık, mayor of Ankara's Çankaya district, claimed that the government was preparing İstanbul to become the country's capital.

The Nationalist Movement Party (MHP) was cautious but not as critical as the CHP. MHP Secretary-General Cihan Paçacı said: "We will support every project that will benefit our country. A second strait in İstanbul would ease the congestion in the Bosphorus. Every year, the people of İstanbul live next to a major threat because of collisions in the strait." MHP leader Devlet Bahçeli said he needed more information and details on the project before commenting on it. Mustafa Kamalak, head of the Felicity Party (SP), was supportive, but he accused Erdoğan of having stolen the idea from representatives of the National View movement, the ideological forerunners of the SP. "This is not a crazy project, this is theft," he said during a visit to the Anatolian Tigers Businessmen's Association (ASKON). Although Erdoğan did not disclose the exact location, various commentators claimed some circles knew about the project and would financially benefit from this prior knowledge. This argument isn't just concerned about profitable land sale transactions stemming from insider knowledge but also involves concern over the contracts to be awarded during the building of the canal and its aftermath. It is not clear whether new housing or shopping centers will be allowed around the canal, but in addition to worries about possible corrupt deals, environmentalists say this could disrupt the ecology of the region. There were also concerns about the number of trees that will have to be felled during construction of the canal, but Environment Minister Veysel Eroğlu promised five trees would be planted for every one cut down. Businesspeople, particularly construction industry professionals, were highly supportive of the project. Some scientists and urban planners have questioned whether it is feasible to build a canal that will be, according to Erdoğan, 45 kilometers long. The prime minister said the canal would have a depth of about 25 meters and would be able to handle the daily passage of up to 160 vessels. The canal would be completed by 2023. Erdoğan did not reveal the cost of the project, but analyst estimates range from \$20-40 billion. **Source: Cihan News Agency**



The **DIAMANTGRACHT** seen in Harwich enroute Ipswich - **Photo : Andrew Wright – [www.aswimages.co.uk](http://www.aswimages.co.uk)** ©

## Libya rebel oil cargo heads for China, buyer remains a mystery

A tanker with the first major oil shipment from rebel-held east Libya is expected to arrive in China next week, traders said on Friday, but it remain unclear who the buyer of the cargo is. The Liberia-registered tanker **Equator**, reported to



be carrying 80,000 tonnes of crude, left the rebel-held east Libyan port of Marsa el Hariga three weeks ago, carrying fuel exports vital to financing the uprising against Muammar Gaddafi. "Our data shows the vessel will arrive in Ningbo on May 1, but it could also be going to Dalian," said a Singapore-based shipbroker. The buyer of the cargo was not yet clear as trading house Vitol, which is managing the shipment, has not commented on its Libyan transactions. Oil traders told Reuters on Thursday that finding a buyer for the cargo was not straightforward, with many of the usual traders still worried about legal complications related to the ownership of oil and international sanctions. Industry sources said Sinopec and Chinaoil were not buyers of the rebel-owned cargo. "State-owned companies are not likely to be the buyers as they could be sued by doing so," said a Beijing-based oil trader. The aframax tanker left Singapore on Thursday after a brief refueling stop, according to ship tracking data provided by Marine Traffic and Reuters Freightviews. The data indicated the vessel was bound for Honolulu, but traders said that this was likely to be its next destination after unloading its crude oil cargo in China. **Source: Reuters**



Rohde Nielsen's **BRACE R** passing Nobbys Head, inbound to Newcastle NSW from Esbjerg, via Las Palmas, Panama, Papeete and Whangarei, to work on the remediation of the Hunter River south arm, the site of a former BHP steelworks. **Photo: BJ Browne (c)**



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## HANS KOSTER WITH “FLO”



Newsclippings contributor [Hans Koster](#) ( second from the right ) seen together with his wife made his last trip at the coast guard cutter [ZEEAREND](#) went with FLO (kind of Pre-pension) , the crew made sure that it became a remarkable day for Hans and his wife as can be seen at the photo's



## Danish ship loaded with Kalashnikovs'

Crucial information has been revealed by two ex SAS (Special Air Service) commandos, deployed on board the Denmark flagged ship [Danica Sunrise](#), which was detained by the Indian Navy and Coast Guard on April 17, on suspicion of landing arms in Indian waters. The statements of Christopher and Steven, the two British ex-SAS



commandos, along with that of the remaining six crew members of the ship, including her Danish master, have been submitted to the state home department. Quoting the report, highly placed sources in the home department told the Hindustan Times on Friday that the ex-SAS commandos were not only armed with Kalashnikovs during their voyage in the Indian Ocean, but also possessed two (Mouser) sniper rifles, having an effective range of around 1.5km. The long-range weapons were kept to ward off pirate attacks.

"The pirates mostly use small boats to reach up to and ambush merchant vessels. So long range weapons are effective in stalling them and in sending a signal about the presence of heavily armed personnel on board the ship," sources said, while quoting the report. However, the weapons were dumped into the sea when the ship entered the Indian waters, to repair its faulty air conditioner, despite the fact that the Indian law prohibits carrying of firearms in merchant vessels. Sources said all the (authorised) weapons on **Danica Sunrise** had been purchased from Aden in Yemen, before the ship set sail into the Indian Ocean.

"At present, it has become a regular practice for shipping companies to deploy armed ex-SAS commandos on board their vessels whenever they set sail from the African Coasts towards the Indian coast, anticipating imminent pirate attacks," sources said. Cashing in on the demand, the ex-SAS commandos have formed groups (of four each) and are paid handsomely for providing protection to merchant ships sailing towards the Indian coast in the Indian Ocean, which has earned the reputation of being the worst pirate zone across the globe. Every group is paid around £1,000 per day, till the ship reaches the Indian waters. A merchant vessel usually takes seven to eight days to reach the Indian coast from the east African coast. **Danica Sunrise** owners had however, hired only the two ex-SAS escorts.

Source : Hindustantimes



The **WILUMTAMA** seen in Rio Grande – Photo : Marcelo Viera ©

An advertisement for Lamnalco Group. The background is a blue sky with white clouds. In the foreground, there are two blue tugboats moving through the water, leaving white wakes. On the left, a worker in an orange life vest and white hard hat is talking on a radio. On the right, two workers in orange suits and white hard hats are standing on a tugboat. The Lamnalco Group logo is at the top center. The text 'Customer inspired' and 'Quality & performance' is in the center. At the bottom, there is contact information for the head office in Sharjah, UAE.

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## Hydrografie Koninklijke Marine rondt opnemingscampagne af



De Dienst der Hydrografie van de Koninklijke Marine heeft een grootschalige opnemingscampagne afgerond. De afgelopen maand brachten twee marineofficieren met gebruik van een hydrografische sloep en moderne apparatuur en technieken, de bodem in kaart van diverse wateren en baaien nabij Curaçao. "Het in kaart brengen van de wateren rondom de Nederlandse Antillen en Aruba." Zo luidde de opdracht in 2006 van [Hr.Ms. Snellius](#), het hydrografische opnemingsvaartuig van de Koninklijke Marine. De opdracht kon wegens technische problemen en een ruwe zee niet volledig voltooid

worden. De afgelopen maand werkten twee marineofficieren van het Maritime Environmental Information Centre aan het restant van deze klus. "We hebben het afgekregen met mooie resultaten", concludeert luitenant-ter-zee Niels Nijhuis.

De militairen werkten bijna non stop aan de opdracht. Het Schottegat, de Mansalina Baai, de Baai van Valentijn, St. Annabaai, Caracasbaai en Fuikbaai zijn door hen in kaart gebracht. Met behulp van nauwkeurige plaatsbepaling en dieptemeter is een meer betrouwbare benadering van het werkelijke dieptebeeld verkregen. Hiermee worden de nieuw uit te brengen edities van de papieren en elektronische zeekaarten van het Caribisch Gebied verbeterd.

In totaal is een gebied van 65 vierkante kilometer opnieuw bekeken en in kaart gebracht. Door natuurlijke verschuivingen wijken de dieptelijn op veel punten af dan in de huidige zeekaarten staat aangegeven. En door de verbeterde technologie is het nu mogelijk om veel nauwkeuriger dieptemetingen uit te voeren. "De contouren zijn zichtbaar veranderd", vertelt Nijhuis. "Het was duidelijk te zien dat er afwijkingen waren ten opzichte van de meest recente kaarten." De sloep was uitgerust met de nieuwste technologie en beschikte over een 'Longe Range Kinematic Station', een plaatsbepaler die tot op de centimeter nauwkeurig is.



Om de veiligheid op zee te garanderen is het van groot belang dat de dieptes van de wateren goed in kaart gebracht worden. De Dienst der Hydrografie is gespecialiseerd in deze taakstelling en wordt daarvoor veelvuldig ingezet. Eind 2010 brachten verkenningseenheden strategische landingsplekken in Senegal in kaart en in 2006 voerde het



Hydrografische Opnemingsvaartuig **Hr.Ms. Snellius** tijdens de oefening 'Joint Caribbean Lion' zogenoemde 'Rapid Environmental Assessments' uit bij vier stranden. Door de zeebodem in kaart te brengen, konden daar later veilig amfibische landingen worden uitgevoerd. De militairen keerden terug naar Nederland met nieuwe gegevens die door de Dienst der Hydrografie in Den Haag in de nieuwe zeekaarten verwerkt worden. Foto's : **Peter Bijpost** ©

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The tug **UNION SAPPHIRE** seen departing with the dredger **SOSPAN** from Rotterdam – **Photo : Bert Bot** ©

## Tentoonstelling over zeezeilers rond Kaap Hoorn

Een maand geleden opende de tentoonstelling over "**Zeezeilers rond Kaap Hoorn**" in de kamers van de **Stichting Nederlandse Kaap Hoorn-vaarders**, Achterom 17 te Hoorn. Er is ondermeer een aantal foto's te zien van Rutger Lokin, die hij gemaakt heeft tijdens zijn rondingen in 1986 en 1990 aan boord van de **Philips Innovator** en de **Equity&Law**. Deze foto's zijn vorig jaar te zien geweest op een tentoonstelling van zijn werk in het maritiem MuZEEum te Vlissingen.

Verder tonen wij een originele zeekaart van de wateren rond Kaap Hoorn die Jan Wit heeft gebruikt bij zijn rondingen in 1992 en 1996. Ook zijn er uittreksels uit zijn dagboek, alsmede foto's van andere zeiljachten die Kaap Hoorn gerond hebben. Ook instrumenten die gebruikt worden bij de navigatie worden getoond. Dan tonen wij ook modellen van jachten die Kaap Hoorn gerond hebben, de **Flyer** en de z.g. witte en zwarte boten van ABNAMRO.

Er zijn drie historische periodes in de Kaap Hoorn-vaart. Dat zijn de ontdekking in 1616 door Schouten en Lemaire, die uit Hoorn vertrokken de kaap zijn naam hebben gegeven, gevolgd door andere expeditie in de tijd van koloniale expansie. De tweede periode van de commerciële grote zeilvaart in de 19e eeuw en het begin van de 20ste eeuw, de handelsvaart op de westkust van Zuid- en Noord Amerika o.a om salpeter te halen in Chili en goudzoekers te brengen naar Californië. De derde periode werd ingeluid na de tweede wereldoorlog en bestond uit mensen die een sportieve prestatie wilden leveren door alleen of als deelnemers aan oceaan-races de kaap te ronden.

In voorgaande jaren hebben wij in onze kamers aan het Achterom te Hoorn tentoonstellingen gewijd aan die eerdere periodes: de mislukte expeditie van Hendrick Brouwer naar Chili in 1643 in de koloniale tijd en reproducties van etsen van de Engelse maritieme kunstenaar Arthur Briscoe, die het werk aan boord van grote zeilschepen heeft uitgebeeld. Nu is de beurt aan de solozeilers en andere sportievelingen die de moeilijke ronding om de zuidpunt van Zuid Amerika hebben volbracht. Deze categorie zeezeilers wordt door de Stichting Nederlandse Kaap Hoorn-vaarders geëerd met penningen voor de bemanningsleden en een door de burgemeester uitgereikte oorkonde voor de schippers. Dit gebeurt jaarlijks op een bijeenkomst in oktober, vroeger in de Park Schouwburg, nu in de Oosterkerk.



In de oudheidkamers zijn ook een aantal prachtige scheepsmodellen van grote zeilschepen te zien, die tot de vaste collectie behoren. De tentoonstelling is te zien aan het Achterom 17 te Hoorn elke woensdag van 11:00 tot 16:00 uur. In de maanden juni, juli en augustus zijn we ook op zondagen open van 13:00 tot 16:00 uur. U bent van harte welkom.

Meer informatie over de Kaap Hoorn-vaarders is te vinden op de website [www.kaaphoornvaarders.nl](http://www.kaaphoornvaarders.nl)

## Ship tries to rescue migrants from Libyan port

A ship sent to evacuate a thousand migrants from Misrata docked in the besieged city's port on Wednesday after spending the night offshore waiting for shelling to ease off, an international aid agency said. At least one migrant from Niger was reported killed and 10-20 injured in the pounding of Misrata port on Tuesday, the International Organisation for Migration (IOM) said, Reuters reports. "The **Red Star One** has just docked and is unloading aid supplies, including ambulances. The port is calm, there was no shelling overnight or this morning," Jean-Philippe Chauzy, spokesman of the International Organisation for Migration (IOM), said. The Albanian-registered vessel, which will also evacuate Libyans wounded in the fighting, was expected to head to the eastern rebel-held town of Benghazi later in the day, he said. Forces loyal to Libyan leader Muammar Gaddafi tried to deny rebels in Misrata their only lifeline to the outside world by shelling the port and nearby areas on Tuesday, rebels and residents said. At least 1,500 migrants, most from sub-Saharan Africa including Niger and Chad, have gathered at the port some 10-12 kms east of the city awaiting rescue, according to the IOM. It would be the fifth evacuation by the Geneva-based agency. The ship is also carrying some 160 tonnes of food and medical supplies for civilians in Misrata, an isolated western enclave of rebel forces. A separate ship chartered by the International Committee of the Red Cross (ICRC) was forced to leave Misrata hastily on Tuesday due to the shelling, with just 630 migrants on board, a spokesman said. "They were in the process of loading more people when the captain took the decision to leave the port for security reasons," ICRC spokesman Steven Anderson said. The ICRC was forced to leave behind a wounded French journalist, and a team of three doctors sent from Benghazi to treat him, as they were not yet on board, he said. The IOM ship is prepared to evacuate the Frenchman and doctors among its passengers, IOM's Chauzy said. To date, the IOM has evacuated 4,577 migrants and injured Libyans via its lifeline which has also delivered 1,470 tonnes of supplies including ambulances.

## CASUALTY REPORTING



## Explosion reported onboard Taiwanese boat, three killed

A Taiwanese fishing boat, **Lai Ching**, suffered a gas explosion at about noon on Friday while fishing in the southwest Atlantic, resulting in three dead, four missing and 18 injured, according to a Central News Agency (CNA) report. The Fisheries Agency is still soliciting assistance from nearby nations, as well as attempting to launch a search for the four missing crewmembers through the Ministry of Foreign Affairs and the National Search and Rescue Center. According to the report, the **Lai Ching** was fishing for squid when there was a gas explosion at 11:40am on Friday, 1,600 nautical miles (2,963km) east of Paraguay. The Fisheries Agency immediately launched rescue operations after receiving notification of the explosion, contacting another fishing boat, the **Hsiang Man -Ching**, the nearest vessel in the

vicinity and instructing it to rescue crewmembers who abandoned ship or were in life-boats. The **Hsiang Man Ching** is heading for Cape Town and was expected to arrive on Saturday, the Fisheries Agency said, adding that it was also contacting nearby nations and seeking ships or aircraft with medical personnel to assist. The National Search and Rescue Center has also been asked to have doctors remotely relay instructions to the ship's crew on how to perform emergency first aid, the Fisheries Agency said.

Of the two Taiwanese nationals on board the **Lai Ching**, one had been rescued, but chief engineer Chang Ching-chiao (張清教) died of his injuries, the report said. Among the crewmembers of other nationalities, there were 12 Indonesians, seven of whom were injured and one missing; 12 Vietnamese, of whom six were injured, two missing and one dead; eight Filipinos, of whom five were injured, one missing and one dead. There were also three crewmembers from China who were all unharmed. **Source : Taipei Times**

## NAVY NEWS

### Piracy a new challenge for Indian Navy

Terming piracy as a new challenge, Naval Chief Admiral Nirmal Verma Friday said it requires resources of a fair amount, but the Indian Navy will ensure that the nation's maritime interests are safeguarded. "The Navy is here to ensure the nation's maritime interests are met. And if it takes time, yes, so be it," he told reporters when asked if anti-piracy operations were not taking too much of the time and energy of the Indian Navy. "Today, may be there is not an outright situation of conflict as we understand it. The challenge that has come to us two years or three years ago, it was coastal security which continues as a challenge for the nation. Similarly, piracy is a new challenge, which has been thrown up. Yes, it does require resources of a fair amount," Chief Admiral Verma said. "But the task of the Navy is to ensure that the nation's maritime interests are met and if it requires me to use the resources, it has to be done," he said. Asked about "external elements" involved in piracy, Chief Admiral Verma said, "As a nation, we need to factor these matters in the worst case scenario. To that extent, the possibility is factored. It is true that in pirates ships we have captured now, there were actually hostages who were forced into running the ships for pirates. There could be a possibility. We do not rule (it) out." The Admiral said whenever the Navy gets access to the pirates or hostages, investigations were carried thoroughly and in detail. "There is a lot of information that comes our way, which is used for tackling this problem," he said.

Asked about a second aircraft carrier, the admiral said it was long way off. "These are investments of very high proportion. So at this point, nothing like that has happened. "In fact, we ourselves are doing a conceptual study and whenever it happens, certainly it is not going to happen in a hurry. It is a huge investment. Before that many more higher priority items to be tackled as far as navy is concerned in the induction," he said. On the number of such carriers being envisaged by the navy, Chief Admiral Verma said there were two under construction.

The future Navy would be based on two carrier battle groups, one on either coast, he said. "If you have to have an assured battled group, obviously have to have a third. But at the stage at which it happens, it obviously is linked to funding and today there are greater funding priorities over a third aircraft carrier," he said. **Source: PTI**

### U.S. Nuclear-powered Submarine to Visit S. Korean Port

A nuclear-powered fleet **USS Michigan** will visit South Korea's port city later this week, U.S. forces based in Seoul said Friday. **USS Michigan** is scheduled to make a visit at a port in the southern city of Busan Saturday, with 150 crewmembers on a scheduled deployment to the U.S. 7th Fleet area of operations, according to the U.S. Forces Korea. The 18,000-ton Ohio-class guided-missile submarine last visited Busan in December last year on a regular port visit.

**Source : Crienglish**

### Through the periscope in Québec

It has to be one of the worst jobs around. The work space is severely cramped. You go months without seeing the sun, the air always smells foul, and the machines, when they're running, create a deafening noise and generate temperatures that reach up to 60°C. Sounds like the job from hell! But it's reality for the men and women who toil



aboard a submarine. Of all the jobs in the armed forces, it's the one about which the public seems to know the least about. Most submarine missions are secret, which is why it's sometimes referred to as the "silent service".

Until recently, it would have been impossible for the average citizen to even see inside a Canadian submarine. But then, in 2008, the **Onondaga** -- which retired from duty in 2000 -- was towed to shore at Pointe-au-Père and opened as a tourist attraction.

It's rare to see a sub entirely out of the water. The massive black warship is 90 metres long and weighs 1,600 tons.

Inside, retired Canadian Navy submariner and sonar operator Gilles Mallette, provides audio commentary via headset.

The tour begins at the back of the sub in the smallest of five watertight compartments, and ends in the torpedo room, the biggest compartment. As we inch our way through the cramped quarters, we hunch slightly to avoid banging our heads. Along the way, we try squeezing into one of the narrow bunk beds, look through the periscope, and peak in empty torpedo tubes, where submariners used to stash their beer.

During its 33 years in service, the British-built Onondaga travelled a distance equal to 23 times the earth's circumference, visiting 53 ports in 12 countries. Launched in 1967 during the Cold War, it saw duty in NATO military exercises and took part in reconnaissance missions along Canadian coastlines, where Soviet ships occasionally went prowling.

This sub was never involved in armed conflict. But one mission we learn about involved tracking drug dealers at sea. After weeks of covertly taking photos of a suspicious boat, sufficient evidence was collected, and **Onondaga** rose to the surface. The heavily-armed drug traffickers were stunned. Panicked, they jumped into the water -- with their machine guns! That's when the sub's spy mission turned into a rescue operation.

I'm feeling claustrophobic in these tiny rooms with their low ceilings, where the mechanical, hydraulic, and electrical systems plus countless valves seem to take precedence over human comfort. It's hard to imagine 70 men once worked on this sub. Limited space is used to the maximum. Showers in the control room, meals eaten in bunks -- some men even slept in empty torpedo tubes because these were the coolest and best ventilated compartments! Onondaga could carry up to 16 torpedoes, but there were always a few unoccupied spaces.

Then there's the issue of bad odours, which are the norm on a sub. Aside from the diesel smell, there's the "whiff of teamwork", created by 70 men working in an enclosed tube. You could take a shower, but it was limited to 20 seconds per day. Water on board was precious, so a lot of men gave their 20 seconds to the mechanics and galley crew who really needed it.

What is that loud, motor-like noise coming through the headset? Oh, seems we're now in the diesel engine room, where two huge V-type 16-cylinder engines with 4,000 horsepower each power the generators. When they're recharging the batteries, they make a deafening clatter -- and generate a lot of heat -- up to 60°C.

Heat, noise, foul odours, is there any redeeming quality to this job? Well, you don't have to wear a uniform -- jeans and T-shirts are acceptable -- and the food is reportedly very good. It would have to be to sustain a crew's morale.

I feel like I'm in the "Twilight Zone" when I enter the control room, where everything is illuminated by a red light. When the sun has set, something you wouldn't know in the sub, a red light is turned on so submariners can keep their biorhythms as close to normal as possible. But on nights when there is no moon or stars, all the lights are turned off and the only illumination is the light given off by the instruments. Freaky!

Chances are you've heard whale music before and, if you ever watched spy movies, you're probably familiar with the percolating-type sounds made by a nuclear submarine. Turns out every type of vessel and marine animal has its own signature sound. At the sonar panels, we learn the Onondaga can identify sounds within a 40-km radius and, through its database, we're given sample sounds made by a trawler, a freighter, and a school of shrimp, each one quite distinctive. After touring **Onondaga**, I've developed an appreciation for the work of our submariners. But I won't be rushing to sign up anytime soon. I prefer a pillow-top mattress to an empty torpedo tube any day. If you go...

**Onondaga** is open for touring from June 11 to Oct. 10. It's located in Pointe-au-Père, now part of the city of Rimouski, in eastern Québec's Bas-Saint-Laurent region. Two other nearby attractions are the Empress of Ireland Pavilion and the Pointe-au-Père Lighthouse. You can save money by buying a ticket that includes admission to all three sites. For more, check [www.shmp.qc.ca](http://www.shmp.qc.ca) or [www.quebecmaritime.ca](http://www.quebecmaritime.ca)

## French Navy vessels to call at Kochi port

As part of what is named as the 'Jeanne D'Arc Mission' after the since-decommissioned helicopter carrier, French Navy's Landing Helicopter Dock (LHD) **Mistral** and Anti-Submarine Warfare Destroyer (ASWD) **Georges Leygues**, which are on a five-month-long training cruise, will dock at the port here from May 5 to 8.

French Ambassador to India Jérôme Bonnafont and Commander of the French Forces in the Indian Ocean Admiral Gillier will be in Kochi during the warships' port call. The 'Jeanne D' Arc Mission', begun in February with a view to training 134 midshipmen including 25 service women—93 ensigns from the French Naval Academy, 12 supply officers, five maritime affairs officers, seven medical officers and 17 foreign officers—in defence drills, diplomacy and geo-strategic issues, is slated to be back at its homeport in Toulon by July. In Kochi, the visiting team will interact with personnel from the Southern Naval Command, the training command of the Indian Navy, and will carry out some joint drills with it.

The French embassy, in a media communiqué, said the primary objective of the voyage is to familiarise the soon-to-be officers with amphibious operations, air support operations, counter-terrorism operations, crisis management and counter-piracy operations. It also prepares the future officers to operate in a combined force operational environment, it said. LHD **Mistral**, a state-of-the-art helicopter dock that replaced the helicopter carrier Jeanne D'Arc last year, is primarily an amphibious assault ship. Last month, the LHD was deployed in Libyan waters to assist the repatriation of Egyptian refugees in the aftermath of the Libyan unrest. Designed as a multi-mission platform, the LHD displaces 21,600 tonnes and is fitted with the advanced Senit-9 combat direction system. With its array of sonars and sensors, it has multi-tracking capabilities. The warship can be converted into a hospital if needed. It is armed with SIMBAD and Crotale missiles to perform the anti-air role. The huge well-deck of the LHD is capable of accommodating four landing craft units or two landing craft air cushions. Its deck has the capacity to embark 16 helicopters (Tiger or Caiman helicopters), 110 armoured vehicles or 13 main battle tanks.

ASWD **George Leygues** is also equipped to perform anti-ship and anti-aircraft roles besides its anti-submarine warfare capability. Captain Xavier Moreau commands **LHD Mistral**, while the **Georges Leygues** is commanded by Captain Christophe Lucas. **Source : The Hindu**

## SHIPYARD NEWS

Maritime

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## Electric Boat Awarded \$1.2 Billion To Build Second Submarine

**"This Is Good News For Our Nation's Defense"**

The U.S. Navy has awarded \$1.2 billion for Electric Boat to produce a second submarine in the coming fiscal year, the governor's office said Friday evening. Governor Dannel P. Malloy sent letters two months ago to the ranking members of Congress' Appropriations Subcommittee on Defense, urging funding of two Virginia Class submarines, his office said.

"This is good news for our nation's defense, our submarine industrial base, the highly talented workforce at Electric Boat, and over 600 suppliers throughout our state," Malloy said in a prepared statement. "We are very proud of the Virginia Class program at Electric Boat." **Source : Groton Patch**



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The **BALTIC ACE** seen arriving at the Tyne – Photo : Kevin Blair ©

### 3 global shipping lines join hands for Chennai-Taiwan container service

Three global shipping lines – Wan Hai Lines, Evergreen Line and Interasia Lines – will jointly launch a container shipping service connecting Taiwan with Chennai to give a fillip to the increased trade between Taiwan and southern India, especially in and around Chennai. The weekly service, called TMT (Taiwan-Madras-Taiwan), will consist of four 1,300 TEU (twenty foot equivalent unit) vessels with two operated by the Taiwan-based Wan Hai and one by Evergreen and Interasia each. The maiden voyage by the container vessel, **Karin Schulte**, operated by Interasia, will start on Friday from Taichung.

The service will run on a 28-day basis with rotation calling at Taichung, Keelung, Hong Kong, Hong Kong (mid-stream), Nansha, Shekou, Port Klang and Chennai. In the return direction from Chennai, the service will call at Penang, Port Klang, Singapore, Yantian, Hong Kong and Taichung. According to Mr Kent Lew of Wan Hai Lines (India), the sales and marketing owner's representative in Chennai, the weekly service will call at the DP World Chennai private container terminal. India is the next major market of focus for Taiwanese companies in the electronic, machinery and auto component sectors. The inbound volume with cargo such as machinery spares and electronic components from Taiwan to Chennai is around 750 TEUs a month while the outbound cargo, including empty boxes and agricultural

products, is around 200 TEUs. The volume will be less between Chennai and Taiwan. However, the volume will mostly come from China where the Taiwanese companies have operations and would like to ship their consignment to Chennai. "We are connecting Chennai with major hubs in China, Hong Kong and Malaysia through the service," he said. While it will be difficult to give a value on the cost saving, a company could save nearly a week by using the direct services, he said.

The bilateral trade between Taiwan and India was around \$6,700 million. This was not even half of Taiwan's trade with Malaysia or Indonesia. There are nearly 20 large Taiwanese companies, including Foxconn having presence in the south, said Mr George Lin, Director, Taipei World Trade Centre Liaison Office in Chennai. "There have been visits by officials of large Taiwanese companies and I expect some of them to set up their operations here," he said.

The upcoming Taiwan Formosa Industrial Park in the SEZ at Sri City in Andhra Pradesh will give a major boost in trade between the two countries. **Source: The Hindu Business Line**



Above seen the ACL **Atlantic Companion** departing from Bedford Basin, Halifax, Nova Scotia, passing Pier 9 with on the right seen the **ATLANTIC CONDOR** bound for New York. **Photo : John Attersley ©**


## Port of LA plans \$3bn for expansion

The Port of Los Angeles in the coming decade will spend more than \$3 billion to deepen its access channel, expand marine terminals, add on-dock rail capacity and improve traffic flow through street and bridge improvements in the harbor area. The capital improvement program is needed to accommodate a projected significant increase in cargo volume, better handle the container ships of 8,000 to 10,000 20-foot equivalent units capacity that are becoming increasingly numerous in the harbor and reduce pollution from port operations, said Michael Christensen, deputy executive director of development. Christensen told the Propeller Club of Los Angeles-Long Beach Wednesday that projects to expand existing container terminals will add about 200 acres. Also, the port has a long-term project at Pier 500 that could result in a new 200-acre terminal. Expansion projects at existing facilities are in various stages of development. The port last week celebrated a second phase expansion project of the China Shipping terminal that added a second vessel berth. Further expansion will result in another wharf extension and backland expansion to nearly double the size of the facility to 142 acres. Los Angeles is close to completing a wharf extension at the TraPac terminal to allow for berthing of two vessels simultaneously. Additional expansion will add an on-dock rail yard and a larger gate complex.

The port will increase the APL Ltd. terminal by 40 acres, a project that should move rather quickly, Christensen said. The port also plans to reconfigure wharf and backland areas at the Yang Ming and Yusen terminals and to replace the wharf and deepen the berthing area at the Evergreen terminal. Pier 500 is a long-term project that still requires environmental clearances and design work. The site is now being used as a dredge disposal site. Obtaining the permits and constructing the approximately 200-acre container terminal could take as long as 10 years. The port is well along




on a project to deepen its main access channel to 53 feet, a \$222 million project that should be completed in 2012. Los Angeles is also involved one way or another in several important rail projects. Source: The Journal Of Commerce



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One of KOTUG latest fleet additions the **RT LEADER** seen operating in the port of Rotterdam

Photo : Peter Andriesen – [www.tughunter.nl](http://www.tughunter.nl)

## Earnings from ports in north Kerala go up

The seven minor ports in the northern districts have posted substantial growth with aggregate earnings of Rs.7.10 crore in 2010-2011, which was Rs.4.03 crore the previous financial year. This was made possible by the increased activities at the ports, though the sale of sand recovered through dredging contributed substantially to the earnings at Ponnani and Azhikkal. The other sources of revenue were import and export of cargo, pilotage, tug hire, and boat registration. The port at Beypore, biggest in north Kerala, earned Rs.1.22 crore, which was Rs.79.43 lakh the previous

year. The highest revenue earner was Azhikkal with Rs.3.01 crore, a considerable increase from Rs.94.2 lakh recorded the previous year.

The port at Ponnani recorded a substantial increase in revenue at Rs.68.39 lakh from a meagre Rs.42,910 the previous fiscal. The Vadakara port also showed an impressive growth in revenue with an income of Rs.61.15 lakh. But revenue from the Thalassery port declined to Rs.3.25 lakh from Rs.21.08 lakh in 2009-2010. The Kasaragod port earned Rs.1.67 crore, which was also less than the Rs.2.06 crore recorded the previous year. In Kannur also, the earnings declined to Rs.1.37 lakh from Rs.1.58 lakh. Major development plans are in the pipeline for the Beypore, Azhikkal and Ponnani ports. Activities at many ports are expected to increase in coming years. **Source : The Hindu**

### 'No fund crunch for Kerala port project'

There will be no shortage of funds for the proposed port at Vizhinjam near here, the State Bank of Travancore (SBT) has said. It was in November last year that the Kerala government asked SBT to form a consortium of banks to raise Rs.2,500 crore, which will be the initial funding required for the much-delayed Vizhinjam International Container Terminal.

"The MoU (memorandum of agreement) with the government has been inked and from our part, we have had discussions with various banks in the state to be part of the syndicate to fund the project. At the moment, we have got confirmation from these banks to raise Rs.700 crore," SBT's chief general manager S. Balachandran told reporters here late Friday. "Since banks have a limit to the total loan and the duration of the loan, SBT has decided to raise additional loan amount by way of floating bonds for the proposed port in partnership with SBI Caps (State Bank of India Capital Markets Ltd). "Funds for the proposed port are not going to be an issue at all," added Balachandran.

Chief Minister V.S. Achuthanandan had inaugurated the work for a connecting road to the Vizhinjam port site last year in August, signalling the launch of the first phase of the Rs.60 billion port project. The state government has committed to develop the basic infrastructure, which includes rail and road connectivity to the port site, and has set aside Rs.450 crore for the purpose.

The Vizhinjam port is to come up near the famed tourist destination of Kovalam and the proposed site has a natural depth of 24 metres, one of the deepest in the world and hence requires no dredging. It will be located close to a busy international shipping route, and is envisaged to handle 4.1 million containers annually. The project has been hanging fire for well over nearly a decade. During the tenure of Oommen Chandy as chief minister 2004-06, the foundation stone was to be laid by Prime Minister Manmohan Singh but it had to be cancelled due to security reasons. It got the necessary clearances for the second time last year but Hyderabad-based Lanco Kondapalli, which had won the bid to build the port, withdrew from the project -- citing indefinite delays and possible legal tangles. The state government said in the assembly's last session that work on the proposed port will begin during the tenure of the present Left government. **Source : deccan herald**



The latest **IHC MP 8527** during waterpumping test at Lushun (Dalian) China, the dredger will be hand over to Shunhang Dredging after dredging trials end of next week at Chang Xing Dao.

**Photo : Cees (C.j.w) De Vries ©**





The tug **KAMABANGA SEGUNDO** seen in Cape Town – Photo : Aad Noorland (c)

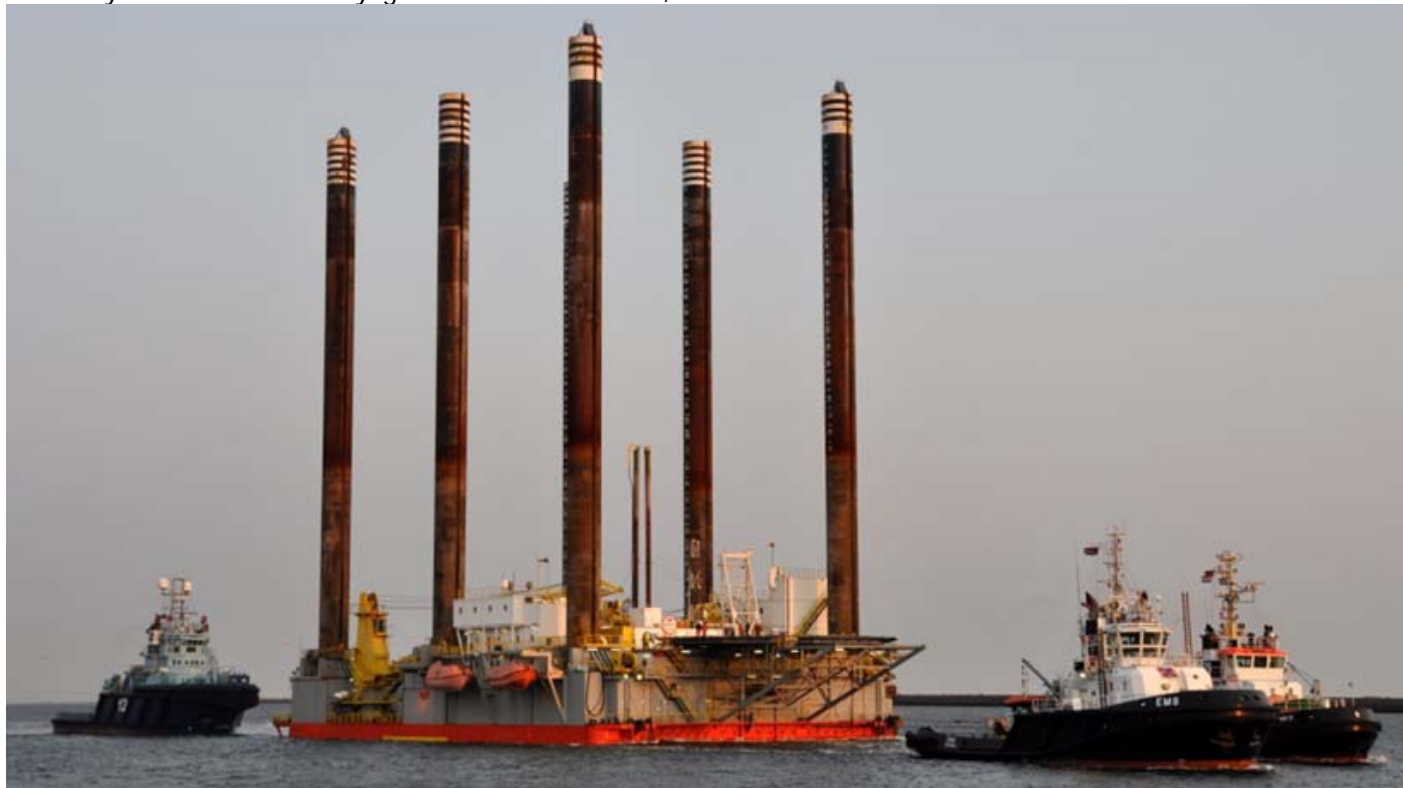
## LD Lines want their ferry to sail under the French flag between Marseille and Tunisia

Subsidiary of Louis Dreyfus Armateurs, LD Lines is working on positioning in the fall, the ferry **Norman Voyager** on its link between Marseille and Tunisia. The ship is then registered in the first register of the French flag, which is important news for the Merchant Marine tricolor. Already a major employer of French officers, LDA, for this service will recruit new French sailors. This will reinforce the national workforce LD Lines, which already operates two ships "full French" on Channel service. The proposed LD Lines also demonstrates the willingness of the company to develop a



service freight and passengers between France and Tunisia. Operated for five years with the ferry Aquae (former Tor Cimbri), the line between Marseille and the Tunisian ports of Rades and La Goulette began to change earlier this year. Making Aquae to DFDS, LD Lines has deployed on this line for a few weeks, the ferry **Baltic Amber**, before repositioning the boat on its motorways of the sea-Gijon Montoir it I will and replaced between Marseille and Tunisia by the ferry Cragside. It is however only an interim solution."We plan to actually affect the Norman Voyager fall on the route Marseille Tunis within the framework of a diversified line of passengers," confirm what we in the French shipping.

Delivered in late 2008 by the Italian shipyards Visentini, the **Norman Voyager** can carry 800 passengers, 200 cars and 120 pieces of cargo. It has 110 cabins and has a restaurant, lounges, a cinema and shops. Initially operated by LD Lines between Le Havre and Portsmouth, the ship was re-chartered for two by the Irish company Celtic Link. The latter, which extends from October 2009 between Cherbourg and Ireland, announced this week the acquisition of a new ferry for the return of Voyager to LD Lines Norman, in October. **Source: meretmarine.com**



The tugs **EMS, BUGSIER 21** and **THORAX** seen arriving with the **SEAFOX 4** in Ijmuiden

**Photo : Marcel Coster ©**

## Port of Hanstholm's expansion plans

**Delegation presents Port of Hanstholm's expansion plans for the Parliamentary Traffic Committee**

Thursday 28th April, the Parliamentary Traffic Committee receives a delegation from Thisted and Hanstholm. The delegation has been given an audience to follow up on the dialogue initiated by the Traffic Committee's visit to Hanstholm in November last year.

On the agenda is Port of Hanstholm's expansion plans of the port. The delegation will present the developments of the plan and clarify and qualify the Port's strategic focus and priorities of business going forward. Port of Hanstholm's development plans are still being finalized, but plans are guided by a series of firm principles. First and foremost the aim is to capitalize on the strengths that the port has both in terms of natural, geographical and market. Forces are concentrated in areas where the port already or after an extension has some unique circumstances and where there is a large market, in which the port can attract knowledge and jobs to the region and Denmark. The port's development builds on the strong position as a potable and industrial and geographical location. The port expansion will also bring a series of unique conditions that are demanded by several relevant sectors. **Source: Thisted Municipality via Danish Maritime Magazine**



The **NEPTUN 9** seen in her new colours – Photo : Radboud Polee (c)

## MARITIME ARTIST CORNER



Op 15-01-1952 is tijdens een storm de motortreiler **IJM 31** de **Alkmaar** vergaan waarbij 14 opvarenden op zee gebleven zijn. Op 7 december 1948 arriveerde de M3k Nordhav in IJmuiden en op 26 maart 1949 vertrok dit schip als **IJM 31 Alkmaar** onder Schipper E de Groot. Op 05 januari 1952 begon het schip aan de eerste reis van het nieuwe jaar en is 15 januari 1952 tijdens een zeer zware storm in de noordelijke Noordzee vergaan als boven omschreven er heerste toen grote verslagenheid toen in IJmuiden en Scheveningen.

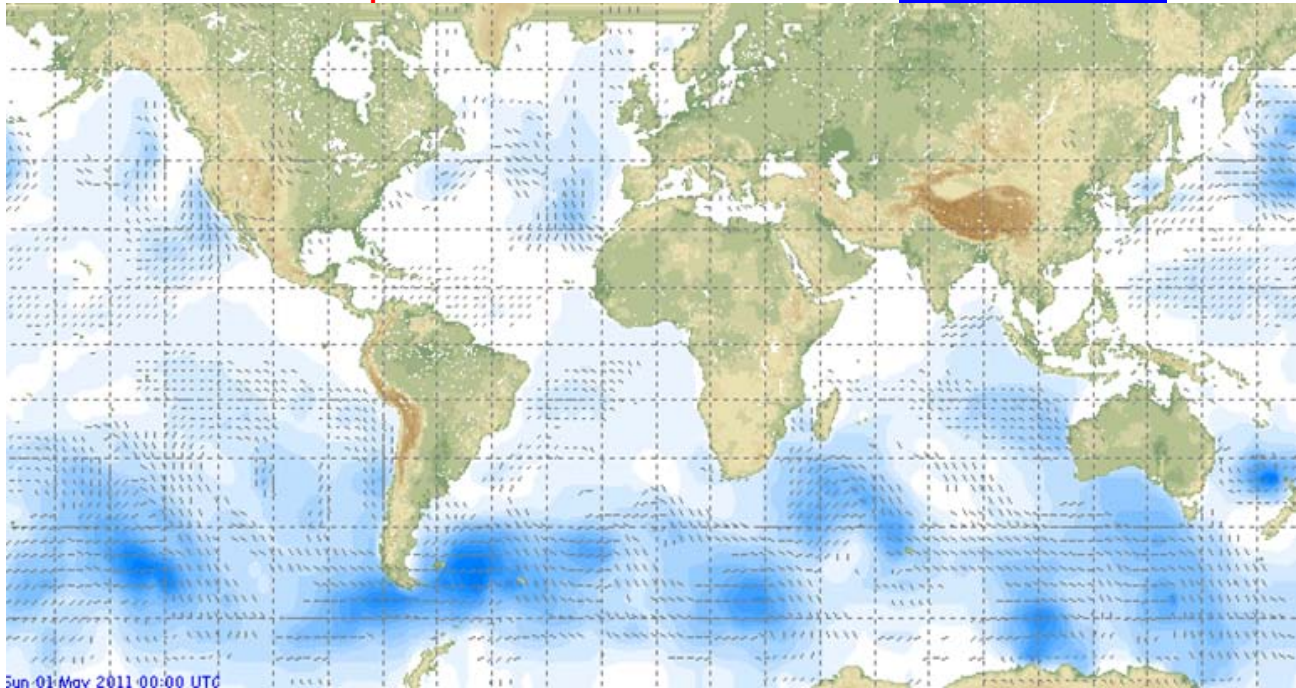
Schilderij : Jan den Heijer ©

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**.... PHOTO OF THE DAY ....**





The **DEEP OCEAN MENDOCINO** seen moored in Willemstad (Cuaracao)

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