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**The KNRM lifeboat HARDER of station Neeltje Jans seen operating during the KNRM open day last Saturday - Photo : Wim Kosten – [www.maritimephoto.com](http://www.maritimephoto.com) (c)**

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## EVENTS, INCIDENTS & OPERATIONS



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The **E.R. KOBE** seen in Rio Grande – Photo : [Marcelo Vieira \(c\)](#)

## “Shipping Company of the Year Award” to Wilhelmsen Ships Service cements leading position

“Wilhelmsen Ships Service’s position as a front runner in the marine market is confirmed,” said the company’s Sales Director for Africa, Middle East and Black Sea (AMB), Nikolai Norman, as the company scooped the Shipping Company of the Year Award at the annual ShipTek Maritime Awards in Dubai in April. Norman collected the prestigious award for Wilhelmsen Ships Service at a ceremony at Crown Plaza in the Emirate state on 19th April. The ShipTek Maritime Shipping Company of the Year Award recognises an organisation which maximises every opportunity to innovate, and contribute to meeting the ever changing demand of its customers. Wilhelmsen Ships Service was acknowledged as a company which has high operating standards and is totally committed to safety and quality. “We are delighted to

have been awarded this honour," adds Norman. "Our company was also judged on environmental impact, flexible structure and excellence in operation. Credit goes to the company's noteworthy management team whose endeavor is to facilitate its innovative streams for the growth and prosperity of Wilhelmsen Ships Service."

The panel of judges also considered contribution and commitment to the development of the maritime sector across the region, commitment to safety and quality, and social and environmental responsibilities, amongst other qualities. Wilhelmsen Ships Service supplies regulatory products and services, Unitor marine products, Nalfleet marine chemicals, maritime logistics and ships agency. **Source: Wilhelmsen Ships Service**



The **GRIFTBORG** seen approaching the IJmuiden locks – Photo : Marcel Coster (c)

## Weekly Maritime Crime and Piracy Report

**CARIBBEAN SEA:** A RoRo was robbed 2 May 2011 at 0740 UTC while anchored in position 09:58.6N - 083:01.0W at the Puerto Limon anchorage, Costa Rica. Ten robbers boarded the ship, tied up the crew, kicked them, and stole their personal property. The crew freed themselves about 20 minutes after the robbers escaped with the stolen items.

### GULF OF GUINEA:

- Three crew members were kidnapped off a tug 1 May 2011 at 1700 UTC while anchored in a position 20NM offshore from Bonny Island, Nigeria. Robbers used at least one speedboat to board the vessel. The robbers destroyed the communications equipment, stole the crew valuables, and seized three Nigerian national crewmembers, to include the Master and First Mate. The other six crew members were left onboard. (Commercial Sources)
- Two robbers attempted to board a tanker 29 April at 2255 UTC while at anchor in position 06:06N - 002:37E, approximately 22NM south of Porto Novo, Benin. Seven armed robbers approached the tanker in a boat. Two robbers tried to board the tanker from the fenders. After an alarm was raised, the robbers aborted the attack and traveled toward Lagos, Nigeria. (IMB)

### INDIAN OCEAN:

- Cargo ship (**ITAL GLAMOUR**) was fired upon by one skiff with six pirates onboard 4 May at 0432 UTC while underway in position 13:50N - 06:554E, approximately 489NM southwest of Belekeri, India. A wooden mothership launched the skiff. The pirates fired upon the vessel with an RPG and automatic weapons. Vessel sustained some damage from the weapons fire. (UKMTO, IMB, Open Sources)
- Chemical tanker (**GEMINI**) was hijacked 30 April at 0430 UTC while underway in position 07:01S - 041:22E, 140NM southeast of Zanzibar, Tanzania. Pirates attacked from two skiffs. (IMB, UKMTO)

### GULF OF ADEN:

- Cargo ship (**NAXIHE**) was fired upon by one skiff with 3-4 pirates onboard 28 April while underway in position 12:53N - 04820E, approximately 110NM southwest of Al Mukalla, Yemen. (Operator, Open Sources)

### SOUTH CHINA SEA:

- A barge was robbed 29 April at 1730 UTC while preparing to be anchored in position 01:20N - 104:06E, approximately 14NM east of Singapore. Pirates boarded the barge while it was being towed by a tug and stole some of the cargo before they escaped. (IMB)

Indian Ocean Piracy Forecast, week of 5 May 2011:

### GULF OF ADEN:

Over the next 72 hours weather conditions will be conducive for small boat activity in the Gulf of Aden with winds at 5-10 knots and associated wave heights of 1-3 feet.

### INDIAN OCEAN:

In the Indian Ocean off the east coast of Somalia, weather conditions are conducive to small boat operations. Forecasts indicate wind speeds of 10-15 knots with associated wave heights of 2-4 feet. Weather conditions are favorable for piracy activity as we continue through the spring transition into the southwest monsoon season (June). Currents off the Somalia coast are variable with speeds up to 1 knot from the Equator to 5N. Current speeds up to 3 kts may be seen along the coast between 5N and 10N. Winds and seas will continue to increase through the month of May as the SW monsoon sets up, making the weather conditions less favorable to small boat activity. **Source:** International Maritime Bureau



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The **BOW CARDINAL** seen outbound from Rotterdam – **Photo : Dirk Kleijn (c)**

## The tanker survivors: Middle Range Product tanker TC2 route

With tanker earnings taking a dive in almost every single trading route, it seems that the sole survivors of this adverse market is the UK Continental – USAC (TC2) route for Middle Range product tankers. In this route earnings are back to levels seen before the global financial crisis which started in the second half of 2008. According to the latest weekly report from Gibson, current levels stand at \$20,000-\$25,000/day on a round voyage basis, which are levels that owners could only dream of. "This turnaround has been spectacular for owners, in that product tanker earnings in the West were probably the hardest hit of all tanker markets as the recession hit the developed economies of the US and Europe. More often than not, between March 2009 and February 2011 the TC2 market didn't even cover fixed operating costs, let alone provide owners with any return on investment. Today there is a respectable return on even the highest priced vessels.

The changing fortunes for owners in this market have come as the US gasoline stocks position has tightened considerably since February. In early February stocks were 10 million barrels more than at the same time last year (which was then a 5 year high!). Consequently, the market prospects for TC2 this year then looked very bleak for owners. Today US gasoline stocks are 20 million barrels lower than this time last year and sentiment has changed completely. As a measure, TC2 earnings have increased from \$7,000/day in February to \$22,000/day currently, a level not seen since September 2008.

The question now is "How long can this market continue?" With stocks at the current relatively low levels there is support for the TC2 market. Also, there will not be an influx of additional tonnage into the region from elsewhere; high bunker prices alone will prevent large-scale repositioning. Thus, near term prospects still look good for owners. However, the likelihood is that these good times cannot be sustained. The year-on-year increase in US oil demand was around 0.3 million b/d in the first quarter 2011, but growth is forecast to more-or-less disappear over the remainder of the year. Moreover, the indications are that oil demand may even be threatened again by recent higher oil prices and the fragile economic recovery (with the possibility that gasoline consumption could struggle during the driving season). These fears have already had an impact on commodity prices this week, with oil down by a record \$10/bbl on Thursday and a further \$4/bbl in early trading on Friday. Although the FFA market is not a forecasting tool, the same bearish sentiment is apparent and TC2 trading is at the equivalent of \$10,000/day for July/August. Therefore, at the moment TC2 is the stand-out trade in the tanker market and owners should enjoy this reprise but not go out and order more new MRs on the back of what is likely to be a temporary high" said the UK-based shipbroker.

Meanwhile, during the week there were quite reasonable volumes for VLCCs in the Middle East Gulf, but the supply of tonnage continued to swamp that demand, and the market remained firmly cemented into its' recent rock-bottom rate range averaging around WS 48 East and WS 37 West. "Will anything change? not likely in the very near term, though there may possibly be some brief opportunity for a mini upswing once the very final knockings of the May programme are being cleared out - a possibility at least. Suezmaxes staged a fighting retreat to 130,000 by WS 80 East and WS 65 West, but the main feedstock was very short haul business, and that won't fuel much further resistance. Aframaxs also softened to 80,000 by WS 120 for Singapore, and will ease further unless enquiry picks up quickly.

Suezmax Charterers in West Africa were in danger of losing control, for a short while, as they opened the tap a little more than they needed, and rates started to creep towards the 130,000 by WS 90 mark, though by the weeks' end the flow had been effectively stopped, and Owners reacted by allowing rates to settle back to an almost 'conference' WS 85 transatlantic. VLCCs found some spasmodic interest, but competition was strong enough to keep levels at around 260,000 by WS 55 for US Gulf, and WS 52 to the East. Indian Charterers are now moving ahead into June, and rates to West Coast India will move at only a little above USD 3 million lumpsum for such runs.

A thick early tonnage list anchored aframax rates in the Mediterranean to a miserable 80,000 by WS 85/90 range through the week, and the short/medium term prognosis doesn't look any better. Suezmaxes did see moderate enquiry to start with, but that moved to very modest enquiry late week, and rates started to slip to 135,000 by WS 87.5 from the Black Sea to European destinations, with WS 75 obtainable to the States.

Caribbean aframaxs slipped lower on very indifferent enquiry, and goodly tonnage. The balance looks set to stay markedly tipped in Charterers favour, and rates to stay marooned at, or below, 70,000 by WS 110 upcoast. VLCCs have been steadily picked off from the area, and have held a steady rate profile keeping at close to USD 3.8 million for Singapore and about USD 3.2 million for West Coast India, though there may be some erosion within short" concluded the report. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **CSCL ZEEBRUGGE** seen arriving in Zeebrugge – Photo : Henk Claeys (c)



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The **CORRAGIO** seen moored in Hoek van Holland - Photo : Olaf van Daalen – Schüller ©

## Shipping in crisis as water levels plunge

Authorities are rushing to clear snarled shipping traffic and prevent accidents along the drought-stricken Yangtze River, a key route to fast-growing markets in inland China. Several sections of the drought-stricken Yangtze River, China's longest waterway, may pose dangers for shipping traffic, the Changjiang (Yangtze River) Maritime Safety Administration said on Friday. Relevant government units have been asked to strengthen traffic management on the

river and ensure safety on the key routes, according to the administration's statement. The water level of the Yangtze River has dropped sharply since February, with its middle reaches falling to levels not seen in 50 years. In addition, the water level near the river's Three Gorges Dam is at five-year low.



*Scores of cargo ships are grounded in Dongtiaoxi River in Huzhou city, East China's Zhejiang province, on Wednesday. Low water levels due to the drought caused the transport logjam. Zhou Yushun/Xinhua*

In the past three days, maritime safety bureaus in the cities of Chongqing, Wuhan and Huangshi have issued alarms and assisted ships that have run aground.

The drought has reduced water levels in the river to a "worrying level", said Wang Xiandeng, head of the Changjiang (Yangtze River) Wuhan waterway bureau.

Dozens of emergency teams have been deployed along the river's middle reaches to help prevent accidents, said a notice on the government's website. It said water levels at some measuring stations had dropped to record low levels.

Although the 6,300-kilometer Yangtze River is better known for its summer flooding, a severe drought in northern and eastern China has sharply reduced runoff into the river, which stretches from far western Qinghai to China's Pacific coast.

The prolonged dry spell has stunted the winter wheat crop, sapped hydroelectricity production and threatened drinking water supplies for at least 3 million people. Much of vast Poyang Lake, a wetland that often absorbs floodwaters during the typhoon season, is now a flat dusty plain.

The problem is adding urgency to plans announced earlier this week to spend billions of dollars to dredge much deeper channels through the lower reaches of the heavily silted waterway. The dredging is a crucial step in an effort to develop major inland ports to handle growing cargo volume as manufacturers shift production away from heavily developed coastal regions. Shanghai itself, at the mouth of the Yangtze, has long had to conduct dredging operations to keep its ports accessible, and in recent years built a new deepwater port on an offshore island to help meet soaring cargo transport demand in the region.

State media reported that neighboring Jiangsu province, just upriver, and the Ministry of Transport plan to spend 18 billion yuan (\$2.7 billion) on deepening navigation channels along the lower Yangtze to enable 50,000-ton vessels, such as bulk freighters, to travel as far as the provincial capital, Nanjing. But Wuhan and Chongqing, major cities further inland, face even larger hurdles: the water level at Hankou, in Wuhan, was only 2.87 meters on Wednesday, below its dry-season average level of 4 meters.

The Danjiangkou Reservoir, which is part of China's massive south-to-north water diversion project, is also seeing extremely low water levels. By early Wednesday morning, the reservoir depth measured 135.18 meters, nearly 4 meters lower than the minimum accepted level. **Source : China Daily**

## Another Searunner for scrap

Times has come also for the popular Stena Searunner vessels to eventually go for scrap. **DIPLOMAT**, built as **STENA TRADER**, is sold to Indian breakers. Probably the very first versatile long series of ro-ro vessels, Searunners counted to eleven in the late 70'ies. Since then, one has sunk and two have been scrapped. **DIPLOMAT** was for most of her lifespan used with P&O Ferries with name changes between **BALTC FERRY**, **PRIDE OF SUFFOLK** and **EUROPEAN DIPLOMAT**. She was converted to a ro-pax. Most recently, she was sailing under a charter from Celtic Link Ferries to Marine Express in Caribbean between Santo Domingo and San Juan. **Source: Shippax**



The **FRONT NJORD** seen loading at the Bashayer 2 SPM buoy near Port Sudan – Photo : Hessel Terpstra ©

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## Hard landing at Swartz Bay damages ferry

A B.C. ferry was damaged Thursday after the vessel reversed direction after departure and rammed back into the dock. The MV **Coastal Celebration** was leaving Swartz Bay around noon when it experienced a "propulsion issue," said BC Ferries spokesperson Deborah Marshall. Calling it a "hard landing," Marshall said the ship was 20 feet out of dock when it suddenly reversed direction and ran back into the ramp. Both the ramp and a ferry door sustained damage. No injuries to people or vehicles were reported. Marshall said the ship repositioned to a different berth, where passengers were unloaded and placed on a different ship. The incident has created multiple sailing delays on the popular Tsawwassen-Swartz Bay route. The **Coastal Celebration** began regular service between Metro Vancouver and Vancouver Island in 2008. Source : ctvbc

## NAVY NEWS

# Problems Delay Delivery of BAE Corvettes to Oman

The delivery of three **KHAREEF class** corvettes destined for the Royal Navy of Oman has been hit by the discovery of a series of engineering problems found during sea trials of **Al Shamikh**, the first of class being built by BAE Systems Surface Ships.



The British naval shipbuilder said it was in discussion with the Omani navy to resolve the difficulties and agree to a new delivery schedule for the 2,500 ton vessels. "A number of engineering issues have arisen and the company is working with the RNO to address these and to agree a revised delivery program," said a company spokesman.

The spokesman declined to give an estimate of the potential delay in handing over the ships while the two sides were in discussions over re-

baselining the program. He also declined to specify the nature of the engineering issues.

Industry executives, though, said the problems were sufficient to delay the program by several months.

See also : <http://www.youtube.com/watch?v=fDjMtJMrVHc>

Oman is a key export market for the British defense industry. BAE is involved in talks with the Gulf State government to complete a multibillion-pound deal to sell Typhoon fighters to the air force. That deal is months behind its expected conclusion date. The problems on the corvettes were uncovered during **Al Shamikh's** platform and machinery sea trials earlier this year off the south coast of England. Speed, propulsion and maneuverability trials were undertaken in the test phase which ended in February.

The warship was scheduled to undertake combat systems trials in the second quarter of this year ahead of handover to the Omanis around the middle of the year. Delivery of the warships is already behind schedule. The first vessel, **Al Shamikh**, should originally have been handed over in early 2010 with the other two vessels following at six-month intervals.

Displacement: 2,500 tonnes  
Length: 99 metres (325 ft)  
Beam: 14.6 metres (48 ft)  
Draught: 4.1 metres (13 ft)  
Speed: 25 knots  
Range: 3,500 nm at 16 knots  
Endurance: 21 days  
Crew: ~100  
Armament: 8 x MM-40 Blick III Exocet  
other unknown

The final vessel, **Al Rahmani**, is now due to be launched in the next couple of months, said the spokesman. The contract was originally secured in 2007 by the VT Group in a warships and training deal valued at 400 million pounds.

VT subsequently merged its shipbuilding operations in a joint venture with BAE and soon after that sold its share of the business to its partner. In its 2010 annual report, BAE said it had encountered significant difficulties in the Oman program and a separate VT deal to supply three offshore patrol vessels to Trinidad and Tobago, leading to further delays and losses of 163 million pounds.



The spokesman said the latest Omani problems would involve further costs but wouldn't be drawn on the possible scale. Last year Trinidad and Tobago cancelled its contract and the OPVs are now being offered on the international market - most notably Brazil where it is part of a package of warships being offered by the British to meet a potentially huge local requirement.

In a separate move, Alan Johnston, the managing director of BAE's Maritime Division, which includes the surface ship operations, unexpectedly left the company in late April. The BAE spokesman said the executive, who is 61, had asked to take early retirement. His position is temporarily being filled by Nigel Whitehead, the group managing director for programs and support. **Source : DefenseNews**



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## Tragic accident onboard HMAS Success

The Royal Australian Navy is assisting Singaporean authorities with an investigation into the death of a civilian sub-contractor who fell from the side of **HMAS Success** overnight. At approximately 5pm yesterday, a man working on one of the ship's sea boats fell overboard and into the water.

Three Navy sailors came to his aid, entering the water to bring the unconscious man to the surface. A Navy medic provided first aid assistance, before an ambulance transferred him to a local hospital for treatment. Tragically the local man passed away a few hours later from the injuries he sustained in the 13 metre fall. The man was a contractor working for Australian based company Defence Maritime Services. **Source : Garry Luxton**

## Army-to-Navy Transfer of U.S. JHSVs Finalized

The move to transfer custody of all five Joint High Speed Vessels (JHSV) to the U.S. Navy was formally agreed upon May 2 with the signing of a memorandum of agreement between the Navy and U.S. Army. The transfer was approved in December during Army-Navy war fighter talks. Previously, each service was planning to buy, field and crew its own force of JHSVs.

Uniformed Army personnel had been training to crew the new ships, with the first vessel scheduled to enter service late this year. Army watercraft personnel have been reassigned, and all JHSVs will be operated by the Navy's Military Sealift Command crewed by civil service mariners or contract mariners.

The ships are intended primarily for logistic operations, although they will be armed for self-defense. The aluminum, wave-piercing catamaran JHSVs are under construction by Austal USA in Mobile, Ala., based on a commercial ferry design.

In addition to the Navy and Army, the ships are intended for use by "multiple non-Navy customers," according to the memorandum. The JHSV program was formed in 2006 from a merger of the Army's Theater Support Vessel and the Navy High-Speed Connector programs. The Navy has been handling design, contracting and oversight of the program.

The Army operates a sizeable fleet, including landing craft, tugs and barges to support waterborne logistic operations. At the instigation of the then-Army chief of staff, Gen. George Casey, the services last year discussed the potential transfer of all Army watercraft to the Navy, but in the end only the JHSVs will be transferred.

The Spearhead, first of the JHSVs, has been named by the Army and is scheduled to be delivered in December. The agreement notes that the Spearhead's name will be retained by the Navy, but the Navy can rename the other JHSVs should it choose.

The JHSV program currently envisions a total of 10 ships, but planners have envisioned a greater role for the vessels, and the number may grow to as many as 23. [Source : Defensenews](#)

## US Navy Christened Guided Missile Destroyer Michael Murphy

The Navy christened the newest guided-missile destroyer, [Michael Murphy](#), Saturday, May 7, 2011, at General Dynamics Bath Iron Works, Bath, Maine. The new destroyer honors Navy SEAL (Sea, Air, Land) Lt. Michael P. Murphy who was posthumously awarded the Medal of Honor for his heroic actions during Operation Red Wings in Afghanistan June 28, 2005.

Chief of Naval Operations Adm. Gary Roughead delivered the ceremony's principal address. Maureen Murphy served as sponsor of the ship named for her late son. In accordance with Navy tradition, she broke a bottle of champagne across the ship's bow to formally christen the ship. [Source : Naval Open Source](#)

## HMS Diamond sails into Portsmouth

Hundreds of crew members and their families have attended a "christening" ceremony in Portsmouth for the Royal Navy's latest warship. [HMS Diamond](#), the third of six new type-45 destroyers, was commissioned in front of its 190-strong crew and invited guests at the naval base. All six of the new warships will be based in Portsmouth.

The band of the Royal Marines, based at HMS Collingwood, provided the music for the hour-long ceremony. Principal guests were Admiral Sir Trevor Soar, the commander-in-chief fleet, and Lady Johns, the ship's sponsor who launched it on the River Clyde in November 2007. [HMS Diamond's](#) commanding officer, Commander (CO) Ian Clarke, read a commissioning warrant and the ceremony was rounded off in traditional Royal Navy fashion by cutting a commissioning cake.

Performing the honour were the CO's wife, Joanne, and the youngest member of the ship's company, 17-year-old Engineering Technician Ross Hindmarch. Cdr Clarke said: "This is a proud moment for all on board [HMS Diamond](#)."

"As she nears the end of her trials phase, this ceremony marks our transition to front line service. Thereafter, the emphasis will be on combat readiness in preparation for our first deployment next year. "I'm thrilled that so many families, friends and affiliates, some from overseas, were part of our momentous day." A navy spokesman said: "The Type-45 Destroyer is the largest and most powerful air defence destroyer ever built for the Royal Navy."

The first, **HMS Daring**, was commissioned in July 2009, followed by **HMS Dauntless** in June last year. The fourth, **HMS Dragon**, is due to arrive in Portsmouth in September. The warships are armed with high-tech Sea Viper anti-aircraft missiles and have a large flight deck that can accommodate helicopters the size of a Chinook as well as take onboard up to 700 people in the case of a civilian evacuation. **Source : BBC**

## Israel acquiring another submarine



Israel has decided to finalize the acquisition of a sixth Improved Dolphin class submarine from Germany, with payment to be spread over several years. Israel has three Dolphin-class submarines, which were delivered between 1998 and 2000. Two additional submarines are under construction and are expected to be delivered in the 2013-14 time frame, Defense Update, an Israeli publication, reported.

The Dolphins are manufactured by Howaldtswerke-Deutsche Werft, which is owned by ThyssenKrupp Marine Systems.

The Dolphin is a 1,900-ton vessel designed specifically for Israel, based to some extent on the German Type 209 design. It is powered by standard diesel electric propulsion and is equipped with four launch tubes for torpedoes and surface attack missiles. Four additional tubes are believed to support launching of oversized weapons, such as a type of submarine-launched cruise missile, enabling the Israeli navy an unconventional "second strike" capability, Defense Update said, quoting unconfirmed reports.

The enhanced version of the Dolphin submarine is extended by 30 feet over the standard Dolphin, utilizing an Air Independent Propulsion, enabling the submarine to remain submerged for weeks. The report said Germany was ready to bear two-thirds of the cost of the submarines now under construction but was reluctant to extend such terms for the sixth submarine. **Source : upi.com**

## Sub weld inspector says he lied during probe

Robert Ruks, a former inspector for Northrop Grumman Shipbuilding, pleaded guilty on Friday in U.S. District Court to two counts of lying about welds he should have inspected on Navy ships and submarines under construction at the Newport News, Va., shipyard. A defective pipe joint weld on a submarine that Ruks had certified as properly done could have caused the loss of the submarine, as it was a certified SUBSAFE weld — critical to the ship's safety.

As a result of Ruks' false weld certifications, Northrop Grumman was forced to expend 18,906 man-hours to complete the reinspections, at a cost of \$654,000, according to a news release from the U.S. Attorney's Office.

The issue came to light in May 2009 after co-workers suspected Ruks, a non-destructive testing weld inspector, was not being truthful about his inspection reports. Questioned on May 14, 2009, by his supervisors, Ruks admitted he had falsely certified inspecting three lift pad welds on a submarine although, according to a statement of facts filed with his plea agreement, the inspections were not performed.

Ruks lied again on May 22, 2009, when he was questioned by agents from the Naval Criminal Investigative Service. According to the statement of facts, while Ruks admitted falsifying the lift pad weld certifications, he lied to the agents about the number of other ship and submarine hulls he had failed to inspect. Discovery of the false inspections stung Northrop Grumman, which had experienced a series of unrelated problems with poor weld work done at the Newport News shipyard. The shipbuilder, now spun off from Northrop as Huntington-Ingalls Shipbuilding, declined to comment

on Ruks' court case, saying it would not comment on personnel issues. Ruks was terminated by the shipyard shortly after his lying came to light.

"Lying on weld inspection reports is a dangerous crime that threatens the safety of our Navy personnel," U.S. Attorney Neil MacBride, U.S. Attorney for the Eastern District of Virginia, said in the news release. Between June 2005, when he was certified as an inspector, and May 2009, Ruks inspected and signed off on more than 10,000 welding structural joints on at least nine different ships. Ruks performed most of his work on the submarines **New Mexico** (2,133 welds inspected), **Missouri** (3,169), **California** (2,002) and **Mississippi** (2,177). The smallest number of structural welds on any particular submarine was 23 on the **New Hampshire** and two on the **North Carolina**.

Just over 10 percent of the submarine welds were hull integrity or SUBSAFE joints involving critical parts. The inspector also performed 229 piping joint inspections on submarines. Ruks is to appear for sentencing in the Newport News court on Aug. 12. He faces a maximum term of five years in prison, a fine of \$250,000 and full restitution for each offense. **Source : navytimes**

## SHIPYARD NEWS

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The **UAL AFRICA** seen under construction at the Bodewes shipyard **Photo : Harry Stott (c)**

For more information please see : [www.bodewesshipyards.nl/](http://www.bodewesshipyards.nl/)

## Essar bags Mazagaon Dock order

Essar Steel's plate products manufactured at its plate mill have been approved by the Indian Navy and the company has received a prestigious order from Mazagaon Dock (MDL) to supply 13,000 tonnes of heavy plates to build state-of-the-art ships for defence.

The plate mill became the first primer plate producer in the country to be recognised for indigenous development of steel for building ships for the Indian Navy. A stringent mill audit of Essar Steel's recently commissioned wide-plate mill was conducted by teams from the Directorate of Naval Architecture (DNA), Defence Metallurgical Research Laboratory (DMRL) and the Director General of Quality Assurance (DGQA) of the Ministry of Defence. This is the first time that MDL has placed an order for such a large consignment of steel plates from a domestic steel mill. Set up at a cost of around Rs.2,000 crore, the plate mill has an annual production capacity of 1.5 million tonnes. Equipped with latest equipment and controls, the mill is capable of producing 5-metre wide plates conforming to global standards.

The mill is capable of producing plates of thickness ranging from 5 mm to 150 mm, width from 900 mm to 4,900 mm and length 3m to 25m — all of which are import-substitution products. The plates find applications in diverse segments, including defence, oil and gas, boilers and pressure vessels, heavy duty earth-moving machines, wind towers, mine protective vehicles and construction. The plate mill has approvals from some of the world's leading ship-building, boilers, and yellow goods manufactures and according to a company spokesman, the export market is attractive. **Source : The Hindu**



The tug **ADRIAAN** crewed by Newsclippings contributor **Bas van Hoorn**, further seen **Job van Hoorn** and last but not least **Bote Prins**

**Photo : Marijn van Hoorn (c)**

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The **SAMPAN** seen in Rio Grande – Photo : Marcelo Vieira ©

### DryShips Announces New Drilling Contract for the Leiv Eiriksson by Ocean Rig UDW Inc.

DryShips Inc., a global provider of marine transportation services for drybulk and petroleum cargoes and off-shore contract drilling oil services, announced the signing, by its majority-owned subsidiary Ocean Rig UDW Inc. ("Ocean Rig"), of a new drilling contract for its 5th generation drilling rig "Leiv Eiriksson" with Borders & Southern Petroleum plc for performance of exploration drilling offshore the Falkland Islands. This contract replaces the previous contract with Borders & Southern plc for the "Eirik Raude." The "Leiv Eiriksson" will perform the scheduled drilling program in direct continuation after completion of the drilling campaign for Cairn Energy offshore Greenland. The contract is for a two well contract for a period of about 90 days, including three further optional wells. The contract value is approximately USD 80 million.

Mr. George Economou, Chairman and CEO, commented:

"We are pleased to announce the employment of the "["Leiv Eiriksson"](#) with Borders & Southern plc. The contract replacement gives Ocean Rig the opportunity to extend and continue the contract portfolio for the "["Leiv Eiriksson"](#)" in harsh environment regions, and position the 10000 ft capable drilling rig "["Eirik Raude"](#)" for new opportunities in both harsh environment areas and ultra deep water regions from Q4 2011." DryShips Inc., based in Greece, is an owner of drybulk carriers and tankers that operate worldwide. Through its majority owned subsidiary, Ocean Rig UDW, Inc., DryShips owns and operates 8 offshore ultra deepwater drilling units, comprising of 2 ultra deepwater semisubmersible drilling rigs and 6 ultra deepwater drillships, 4 of which remain to be delivered to the company during 2011 and 2013. As of the day of this release, DryShips owns a fleet of 38 drybulk carriers (including newbuildings), comprising 7 Capesize, 29 Panamax and 2 Supramax, with a combined deadweight tonnage of over 3.4 million tons, and 12 tankers (including newbuildings), comprising 6 Suezmax and 6 Aframax, with a combined deadweight tonnage of over 1.6 million tons. **Source: DryShips Inc.**

## MSC Cruises announced acquisition of Starlight Cruises in South Africa

MSC Cruises has announced the acquisition of Starlight Cruises, their sales agents in South Africa of almost 20 years. The new company will trade as MSC Starlight Cruises with effect from May 2011. The agreement gives MSC Cruises overall control of Starlight Cruises. It also allows for the continued management by former owners, the Foggitt family, who have operated as sales agents for cruise liners in Southern Africa and the Indian Ocean islands for over 30 years.

MSC Cruises CEO Mr Pierfrancesco Vago welcomed the formalization of the company's first office in sub-Saharan Africa. "This is an important acquisition that affirms the close relationship we've shared with Starlight Cruises. It also endorses our commitment to the future success of South Africa and continued growth of cruise tourism in the region," said Mr Vago.



The [MSC SINFONIA](#) seen in Cape Town – **Photo : Ian Shiffman (c)**

Mrs Daphne Osborne (nee Foggitt) who becomes Managing Director of MSC Starlight Cruises said the two companies had enjoyed an excellent business and personal 'engagement' for almost two decades. "It has been a marriage on the cards for years now, and in the wake of two successive record breaking seasons, and sure signs of a continuation of this trend, it would seem the time is right." Mr Allan Foggitt remains Marketing Director of MSC Starlight Cruises. Mr Stefano Vigoriti, who has headed up MSC Cruises in South Africa until now, becomes Operations Manager for the new company.

The relationship between Starlight Cruises and the larger Mediterranean Shipping Company (MSC) Group, the second largest container shipping company in the world, began soon after the company's first venture into cruise shipping in the late 1980's and subsequent deployment of the [Achille Lauro](#) and [MSC Monterey](#) to South Africa.

When MSC Cruises was established as a subsidiary of the MSC Group in 2003 after several years of unprecedented growth and a 5.5 billion euro investment programme, the popular cruise liners [MSC Rhapsody](#) and [MSC Melody](#) were added to the local line-up. The deployment of the luxurious 2100 passenger liner [MSC Sinfonia](#) to Southern

Africa in 2009 proved a turning point for local cruising and established a new trend where cruising has become an increasingly popular vacation of choice for local holidaymakers. Referred to as the “finest floating hotel” ever to operate out of South Africa, **MSC Sinfonia** returned for a second bumper season in November 2010 when she operated in conjunction with **MSC Melody**.

Both **MSC Sinfonia** and **MSC Melody** return to South Africa later this year for the 2011/2012 summer cruise season which will again feature a full schedule of exciting cruise destinations in the Indian and Atlantic Oceans out of Durban and Cape Town. **Source :Traveldaily News**



The AHTS **MARIDIVE 230** seen moored in Abu Redies (Gulf of Suez - Egypt) at the Petrobel supply base during windy conditions last Saturday – **Photo : Piet Sinke (c)**

## **Mozambique, Zimbabwe, Botswana sign MoU to develop deep-water port**

The governments of Mozambique, Zimbabwe and Botswana have initialled a memorandum of understanding (MoU) on the implementation of a tripartite project to develop a deep-water port at Techobanine, in Mozambique's southernmost district of Matutuine.

The project to develop the port and to build a rail link from Mozambique to land-locked neighbours Botswana and Zimbabwe would cost an estimated US\$7.0 billion and would take ten years to complete after work begins, which could be as early as next year.

The memorandum was signed by Mozambican Transport Minister Paulo Zucula and his counterparts from Zimbabwe, Nicholas Goche, and Botswana, Frank Ramsden, Bairdmaritime reports.

Zucula said the private sector had already guaranteed access to the necessary finance, and was just waiting for the formal commitment to be given by the three nations. He pointed out that the feasibility study had been completed and he was certain that work would begin next year.

The minister said that the Techobanine project was coming at a time when there was a regional boom in the extractive industries, with large discoveries being prepared for exploitation. “The transport and communications sector plays an important and determinant role, since the viability of exploiting these resources depends on our capacity to bring them to market,” he pointed out. He believed that this project would also reduce the significant deficit in the region's transport infrastructure, which was one of the main factors in the high cost of consumer products. Botswana's Minister

of Transport and Communications, Frank Ramsden, said an efficient transport system would guarantee conditions for rapid economic growth. **Source : PortNews**



The 1968 built **MARIDIVE IV** ( ex Wartum) seen anchored off Abu Redies (Egypt) – **Photo : Piet Sinke (c)**

## **CMA CGM to launch a new service between Asia, Indian Ocean Islands and South Africa**

CMA CGM Group is pleased to announce the launching of a new service linking Asia, Indian Ocean Islands and South Africa, effective May 8th, 2011. Called **Shaka Express**, this new weekly service will deploy 6 vessels between 4500 and 6500 TEU, and will allow CMA CGM to meet the growing market demand of South Africa, as over 30% of the country's trade is with Asia.

The assets of this new service:

- New reefer capacity for exports from Durban and Port Elizabeth (Ngqura) to Singapore and Hong Kong: a very important strength on this trade where refrigerated goods represent about 20% of the containerized volumes, in particular with the transport of citrus and bananas
- Connections with the Group's global network of lines via Hong Kong for cargo from and to North China
- Northbound and Southbound calls in Port Louis allowing relay of cargo to and from all Indian Ocean Islands, thanks to the connection with the CMA CGM Mascareignes service (linking Gulf, Pakistan and Indian Ocean)

The service rotation will be as follows: Fuzhou, Xiamen, Kaohsiung, Hong Kong, Chiwan, Singapore, Port Louis, Durban, Port Elizabeth (Ngqura), Port Louis, Singapore and back to Fuzhou. « CMA CGM Group is strongly determined to expand its presence in South Africa. We started by adding stopovers on our existing services but this new service marks another big step forward with an offer dedicated to the South African Market », explains Stéphane Courquin,

Deputy Vice President Africa, Indian Ocean, Oceania Lines CMA CGM now has 4 services calling every week South Africa, providing its clients with an optimal ports coverage and a full range of services to the rest of the world.

Source: CMA CGM



The **IEVOLI BLACK** and **SVITZER MARKEN** seen moored in Ijmuiden during the Svitzer/Wijsmuller reunion

Photo : Wouter van der Veen (c)

## Port expansion: fishermen for fulfilment of promises

**Gangavaram port is planning to expand the capacity by constructing four new berths**

On the eve of environmental impact assessment and public opinion gathering exercise on the expansion of Gangavaram port, to be held on May 12, traditional fishermen associations and those supporting the Gangavaram port displaced persons said work should be taken up only after the port management fulfilled all the promises it made to the displaced persons and villagers before the first phase commenced a few years ago.

At a press conference here on Friday, representatives of the Visakha Fishermen Youth Welfare Association, the Gangavaram Port Fishermen Ikya Vedika and other organisations said they were not averse to development since the port has already been established but the management should not continue its attitude of neglecting the traditional fishermen who have been displaced and not keeping the assurances on employment, etc.

Fishermen leaders K. Tata Rao and T. Shanta Ram, T. Shankar of youth welfare association, Arjilli Dasu, K. Korlayya of Ikya Vedika and K. Nandanna of CPI addressed the press conference.

Access to the sea was denied and the repeated pleas to provide a fishing jetty at the Nallamaaramma Paadalu were not heeded; the promise of providing jobs was not kept in full measure and even those given jobs from Gangavaram and Dibbapalem were engaged by an agency of the port and not by the port management and they were paid only half of the wages compared to those recruited by the port directly; the displaced persons were still struggling to get adjusted to the place to where they have been rehabilitated which lacked facilities; the port could be a security risk as there was no watch on the movement of boats and vessels in its vicinity, etc. were some of the points raised by the fishermen representatives.

They also pointed out that the AP Pollution Control Board had allowed expansion of the port in an area declared by the Central Pollution Control Board as the most polluted place and in which no new projects should be allowed.

The Gangavaram Port Limited is planning to expand the port's capacity from 16.54 million tonnes to 41 million tonnes by constructing four new berths. The coal and iron ore to be handled at these berths would further pollute the area and the sea, they said. **Source : The Hindu**



The **MENTOR** seen in Rio Grande – **Photo : Marcelo Vieira (c)**

## **DP World implements new labour management system at Jebel Ali port**

Global marine terminal operator DP World said it has successfully implemented a comprehensive manpower management system at its flagship Jebel Ali Port facility that marks a quantum leap in the drive for operational efficiency, TradeArabia reports. The Rostima Labour Management System (LMS) aims to effectively manage time and significantly reduce costs, said a statement from DP World UAE Region.

The system, which is fully integrated with the port's advanced electronic berth planning and Gate Automation systems, determines the best labour deployment based on a forecast of variables such as vessel arrivals and gate appointments. It allows for multiple what-if scenarios that can be analysed in terms of cost and labour utilisation, it added. It is interfaced with the HR department's time attendance readers and assigns the manpower to points of work through mobile text message notification to individual employees, matching man to machine based on real time information, cutting time of completing a single operation by as much as 30 per cent.

Mohammed Al Muallem, senior vice president and managing director, DP World UAE Region, said: 'Jebel Ali is one of the world's first major container terminals to integrate such an all-inclusive manpower management system with the level of state-of-the-art technology that runs our operations.' 'We expect the transition from a purely manual process to automated real time planning and control of manpower to be quantum leap in the UAE Region's drive for operational efficiency. We congratulate everyone who has made this possible,' he added. Rostima LMS is designed to achieve operational continuity around the clock and shorten shift change delays while safeguarding employees' interests, including optimum sleep cycles, rest periods, visibility over the roster, fair distribution of overtime and days off, meals and prayers, and even Ramadan timings. Rashed Ali Al Qahtani, chief operating officer, DP World UAE Region, said: 'While developing a system that would eliminate wasted time and needless cost, we always kept the well-being of our people in mind.' 'Rostimar LMS is a perfect fit with DP World UAE Region's goals of service excellence, efficiency and commitment to our people's safety and welfare,' noted Qahtani. 'This project owes its successful completion to the collaboration and patience of the entire operational work force at Jebel Ali for well over a year. We thank them and congratulate them on a job well done,' he added. The new system will be completely implemented in Jebel Ali terminals by the end of this year. **Source : PortNews**



The **CITY OF BEIJING** seen in Pointe Noire (Congo) – Photo : Dirk van Uiter (c)

## Blue Star Delos begins sea trials in Korea

The 145 meter **Blue Star Delos** left the DSME shipyard quay to undergo one day sea trials. The vessel will then be delivered to her Greek owner at middle of Mai before heading to Greece on her delivery trip. Vessel is expected to begin commercial operations by beginning of July 2011.



The 1999 built **CAMILLA MAERSK** (ex **IVER EXACT** – ex **BRO PREMIUM**) seen outbound at the Westerscheldt River enroute Amsterdam - Photo : Henk de Winde (c)

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## MARITIME ARTIST CORNER



Above seen a watercolour of the ocean going tug “Hudson” made by **F.H. Haalmeijer sr** which sadly passed away in 1996 at an age of 80 years, he worked 34 years at the office of Van Nievelt, Goudriaan & Co's Stoomvaart Mij. in Rotterdam until his retirement. In the 80-ties he made watercolours for **E3 Maritiem** in Rotterdam, together with the newsclippings contributor **Ronald van Rikxoort**.

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

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



The **NORWEGIAN SUN** seen moored in Zeebrugge – Photo : Henk Claeys (c)