



Number 162 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Saturday 11-06-2011**

News reports received from readers and Internet News articles copied from various news sites.



Berge Stahl, until recently the world's largest bulk carrier, discharging at the EECV terminal in Rotterdam-Europort. She has been on this run since January 1987, on average taking around 354.000 tons of iron ore each trip from Tubarao, Brazil.

Photo : Hans Hoffmann ©

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
PLEASE SEND ALL PHOTOS / ARTICLES TO :

newsclippings@gmail.com

If you don't like to receive this bulletin anymore :

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

EVENTS, INCIDENTS & OPERATIONS



The **HELLESPONT COMMANDER** seen enroute Amsterdam – Photo : S.Wolf ©

"100 percent trash boat" sets sail in Taiwan

A boat built completely from plastic bottles and other recycled materials, including old advertising banners, set sail in Taiwan to raise awareness about the marine environment. The trimaran, named the "Polli-Boat," had as its main flotation system a series of interlocking plastic bricks made from plastic bottles with strengthened polyethylene terephthalate (PET), the most common plastic in use today. The seven metre (23 feet) boat has a flotation pontoon

made from the 804 plastic bricks whose hexagonal shape allows them to lock together, withstanding the pressure of sailing. Used advertising banners are the sails.

"The concept of the Polli-Boat is using 100 percent trash," said Arthur Huang, the founder and managing director of Miniwiz Sustainable Energy Development Ltd, which made the boat. "It's being propelled only by renewable resources -- obviously sailing, that's using wind. The other is solar energy with six modules of soft solar panels." Each panel is capable of generating 72 watts, which powers an electric motor that propels the boat when there is no wind. The boat set sail on Wednesday, World Ocean Day, in a ceremony accompanied by an eco-friendly creative boat competition held at the dock. It will tour around Taiwan for educational purposes. Sponsored by the National Geographic Channel in Taiwan, ten designs were selected out of nearly 200 entries to compete for the most innovative boat built from recycled materials. One boat was shaped like the endangered black-faced spoonbill to promote wetlands protection, while another was designed to look like a floating city to raise awareness of rising sea levels. **Source : reuters.com**



The **EVER SMILE** seen in Hamburg – **Photo : Hans Schaefer ©**

Global leader in ocean towage



www.fairmount.nl Hofpoort 16th Floor, Hofplein 20
3032 AC Rotterdam • The Netherlands

phone + 31 10 240 25 00
fax + 31 10 240 25 99
email sales@fairmount.nl



Maersk Only Shipper With Europe-Asia Profit as Rates Fall

A.P. Moeller-Maersk A/S may be the only shipping line to profit from growing trade between Asia and Europe even as rates reach a two-year low. While Maersk is ordering the world's biggest ships for the routes, companies such as Hapag-Lloyd AG may lose out, said Ben Gibson, a freight derivatives broker in London at Clarkson Plc, the world's largest shipbroker. Maersk, the largest container shipping line, probably was the only major operator to make money

on Asia-Europe trade in the first quarter, Gibson said. The shares jumped as much as 1.9 percent today. Container lines have contracted for new ships with capacity equal to 24 percent of the existing fleet, according to Paris-based data provider Alphaliner. The price of carrying containers to northern European ports from Shanghai has dropped to \$874 per standard box, the lowest since July 2009. The peak was \$2,164 in March last year, data from the Shanghai Shipping Exchange shows. "It's a very tough freight lane at the moment, but Maersk is definitely in a better position than its rivals because of its size," Jacob Pedersen, an analyst at Aabenraa, Denmark-based Sydbank A/S, said in a telephone interview. He has an "overweight" recommendation on Maersk's stock. The Copenhagen-based company's shares have gained 9.5 percent since container freight rates peaked on March 5, 2010. Maersk advanced today to 46,080 kroner as of 12:30 p.m. in Copenhagen trading, after four days of declines.

"Maersk is leading when it comes to having the lowest costs per transported container and is therefore in a better condition with the current low rates," Jesper Langmack, managing director at PFA, Denmark's second-biggest fund, said by e-mail. PFA, which has about 250 billion kroner (\$50 billion) in investment assets, returned 37.1 percent on Danish shares last year, compared with a 32.7 percent gain for all of the country's stocks including dividend payments. Langmack's portfolio had Maersk shares worth about 700 million kroner at the end of 2010. The Copenhagen-based fund doesn't comment on its holdings. Maersk's stock is "cheap" because the market isn't giving the company credit for its ability to keep reducing costs, Robin Byde, an analyst with HSBC Bank Plc in London, said today in a note. "Despite weaker container rates in recent months, Maersk is well-placed to cut unit costs with its new bigger ships," he said, repeating his "overweight" recommendation on the stock.

Maersk on Feb. 21 ordered 10 vessels able to carry 18,000 containers from Daewoo Shipbuilding & Marine Engineering Co., and has an option to order 20 more. The new container ships will be about 30 percent bigger than the largest vessels now in use. Hamburg-based Hapag-Lloyd, Europe's fourth-largest container line, is grappling with surging fuel prices and increasing competition that culminated in a first-quarter net loss of 22.1 million euros (\$32.3 million). The "rise in the oil price, the weak U.S. dollar and growing competition are making business more difficult," Michael Behrendt, chairman of the executive board of Hapag-Lloyd, said in an earnings statement on May 12. The German shipping company aims to balance higher fuel costs by increasing prices, Behrendt said then. Volume on Far East routes was down 8.5 percent as the company declined lower-price contracts. Crude oil is up 10.7 percent this year to more than \$101 a barrel while the euro reached a one-month high against the dollar on June 7.

Taiwan's Wan Hai Lines Ltd. (2615) and China's Pacific International Lines Private Ltd., which have about 2.9 percent of the container market, said in a May 31 statement that they would stop service on the Asia-to-Europe route and instead slot charter space on China Cosco Holdings Co. container unit. CMA CGM SA, the world's third-largest container line, will lift rates on the Asia to North Europe route in response to "on-going deterioration of revenues," the Marseille-based line said yesterday on its website. Privately held Mediterranean Shipping Co. of Geneva, the second-largest line, declined to comment. The route between Asia and Europe is particularly hard-hit by falling freight rates because it's where most of the world's largest container ships, which are too big for the Panama Canal between North and South America, are used.

"Several container shipping lines reported losses in the first quarter and I expect this to continue," said Philip Damas, an analyst at Drewry Shipping Consultants Ltd. in London. Container shipping companies "are now going for market share and the perceived need to fill their new ships at much lower prices, whereas in 2010 their priority was to minimize overcapacity."

Shipping lines usually call at ports in Japan, South Korea, China and Singapore before leaving Asia to sail through the Suez Canal, which connects the Indian Ocean with the Mediterranean, and onto northern European ports such as Rotterdam, Amsterdam, Antwerp, Southampton and Hamburg. Some 154 ships with capacity above 10,000 standard containers will start operating between 2011 and 2014, according to Eurogate GmbH & Co. KGaA, Europe's largest port operator. "The current fall of container freight rates on the east-west routes is supply-driven, not demand-driven," said Damas. Because of Maersk's container earnings, at \$2.6 billion last year more than at any other shipping line, the company is better able than competitors to weather the changes in global shipping capacity and cargo.

Last year, Maersk Line made almost \$100 more than its rivals per each transported 40-foot container, based on earnings before interest and taxes, Chief Executive Officer Eivind Kolding said in a March 7 interview. The company is feeling the lower rates, said Lee Sissons, Maersk Line's trade director for Asia to Europe services. "The situation does present a risk to profitability levels, and it is our expectation that we may see services being re-structured or changed in the short term," he said in an e-mail. "It remains our objective to keep Maersk Line services stable, avoiding unnecessary changes to our customers." Most of the container ships being ordered and delivered this year are the largest container vessels built, with capacity of more than 10,000 standard boxes, or TEUs, Gibson said. They are

typically used on the long routes between Asia and Europe, partly because they are too big for the Panama Canal and for West Coast ports to handle.

Zodiac Maritime Agencies Ltd. and Neptune Orient Lines Ltd. ordered 10,000-container-plus ships last year as the end of the global recession revived U.S. and European demand for Asian-made goods. Maersk Line operates more than 500 vessels and has a number of containers that if stacked on top of each other would span more than 2,500 kilometers (1,554 miles), or the equivalent of 8,550 Eiffel Towers, according to Maersk. The company has some 17,000 employees and an additional 7,600 seafarers, according to information on its website. Container trade to Europe from Asia in the first four months increased 5.8 percent to about 4.5 million containers, according to Container Trades

"There's a lot of spot-market trade on Asia to Europe, but Maersk has more of its cargo fixed on long-term contracts that were signed some time ago, so the company is less exposed than rivals to the recent drop on the spot market," said Pedersen, the Sydbank analyst. "Maersk also has newer ships than its rivals and that gives a competitive advantage. Maersk can keep costs low and that's the way to make money." **Source: Bloomberg**



Above seen at **Alpha Star** standby location off Macae in Brazil. The **Salveritas** is going in to disconnect and the **Maersk Handler** and **Normand Titan** are attaching pre-laid moorings. Rig is in DP mode but **Salvanguard** still connected for insurance. **Photo : Capt Neil Johnston – Master Salvanguard ©**

Favourable sentiment for VLCCs

The freight rate for a 260,000-tonne Very Large Crude Carrier from the Middle East to Japan surged over the past week to **Worldscale 55.07**, or **\$9,952 a day**, its highest in around two months, according to the **Baltic Exchange**. Moreover, the Asia crude tanker market will likely continue to receive support from buoyant demand from charterers. Charterers have been fairly active in fixing June-loading cargoes, and tonnage lists looked "reasonably well-balanced," broker **Simpson Spence Young** said in a research note. Rates for crude oil tankers on key Asian freight routes are seen rising over the next week, supported by an expected boost in **OPEC exports**, shipbrokers said. "Going forward, the extent to which this boost in sentiment will translate remains highly dependant on the July Middle East export program," said broker firm **Charles R. Weber**. "Expectations abound that Saudi Arabia will increase oil production by 500,000 bpd during June, which would imply a longer July program." **Source: Seatrade-Asia**



The outbound **MAERSK PALERMO** meets the inbound **TSHD BRABO** near Terneuzen at the Westerscheldt river
Photo : Richard Wisse – www.richard-photography.nl (c)

China hits back in Vietnam sea spat

China has warned Vietnam to halt all activities that it says violate its sovereignty in disputed waters in the South China Sea after an incident involving vessels from the two communist nations. Hanoi protested to Beijing after what it described as a "premeditated" attack on an exploration ship in its waters.

Vietnam said a Chinese fishing boat "intentionally rammed" the exploration cables of a vessel, chartered by state energy giant PetroVietnam, conducting a seismic survey inside its 200 nautical mile exclusive economic zone Thursday. But, apparently referring to the same incident, China gave a different version of events in a report carried by official news agency Xinhua early Friday.

Chinese foreign ministry spokesman Hong Lei said China had indisputable sovereignty over the Nansha islands, known as the Spratly islands outside China, and surrounding waters, according to Xinhua. He said Chinese fishing boats were chased away by armed Vietnamese ships on Thursday morning. During the incident the fishing net of one of the Chinese boats became tangled with the cables of a Vietnamese oil exploring vessel, which China says was operating illegally in the area.

According to Beijing's account, the oil exploration boat continued dragging the Chinese vessel for more than an hour. The Chinese fishermen were forced to cut off the fishing net before the two vessels lost contact, Xinhua said. "This has seriously endangered the safety of the Chinese fishermen," Hong said.

Hong said oil exploration in the area and the actions of the Vietnamese vessels had grossly infringed Chinese sovereignty, calling on Hanoi to stop all such action. Relations between Beijing and Hanoi have grown increasingly tense in recent days over a long-standing dispute related to the sovereignty of the Paracel archipelago and the Spratly islands. The Paracel archipelago and the more southerly Spratlys in the South China Sea are both potentially resource-rich outcrops that straddle strategic shipping lanes. The Philippines, Brunei, Malaysia and Taiwan also claim all or part of the territories in question, and renewed tensions have drawn a warning from the United States that the disputes could lead to armed conflict.



MULTRATUG 17 DELIVERS GRANDE GHANA IN ROTTERDAM



The **GRANDE GHANA** experienced propulsion (crankshaft) problems, the MULTRASHIP tug **MULTRATUG 17** connected up offshore and towed the ill-fated vessel to Rotterdam-Europoort where she was taken over by the KOTUG tugs **RT CHAMPION** and **SD STINGRAY** which towed the vessel to the Brittaniaharbour

Photo top : Leen van der Meijden © Photo below : Frans Sanderse ©



ExxonMobil announces major GoM deepwater discovery

Exxon Mobil Corporation announced two major oil discoveries and a gas discovery in the deepwater Gulf of Mexico after drilling the company's first post-moratorium deepwater exploration well. ExxonMobil Exploration Company used the **Maersk Developer** semi-submersible drilling rig to drill the well.

The **KC919-3** wildcat well confirmed the presence of a second oil accumulation in Keathley Canyon block 919. The well encountered more than 475 feet of net oil pay and a minor amount of gas in predominantly Pliocene high-quality sandstone reservoirs. The well, which is continuing to drill deeper, is located 250 miles southwest of New Orleans in approximately 7,000 feet of water.

Drilling in early 2010 encountered oil and natural gas at Hadrian North in KC919 and extending into KC918, with over 550 feet of net oil pay and a minor amount of gas in high-quality Pliocene and Upper Miocene sandstone reservoirs. ExxonMobil encountered 200 feet of natural gas pay in Pliocene sandstone reservoirs at its Hadrian South prospect in Keathley Canyon block 964 during drilling in 2009.

"We estimate a recoverable resource of more than 700 million barrels of oil equivalent combined in our Keathley Canyon blocks," said Steve Greenlee, president of ExxonMobil Exploration Company. "This is one of the largest discoveries in the Gulf of Mexico in the last decade. More than 85 percent of the resource is oil with additional upside potential." "We plan to work with our joint venture partners and other lessees in the area to determine the best way to safely develop these resources as rapidly as possible," Greenlee said.

ExxonMobil is the operator of KC918, KC919, KC963 and KC964 with 50 percent working interest. Eni Petroleum US LLC and Petrobras America Inc. each hold a 25 percent working interest in KC919, KC963 and KC964. Petrobras America Inc. holds a 50 percent working interest in KC918. Over the past decade, ExxonMobil has drilled 36 deepwater wells in the Gulf of Mexico in water ranging from 4,000 feet to 8,700 feet. "As one of the largest lease holders in the Gulf of Mexico with interests in over 370 leases, we are committed to the continued safe exploration and development of this important national resource," Greenlee said. **Source : MarineLog**

Zie het Vaarweekend Zuid-ZuidWest in de Braakman zaterdag 4 en zondag 5 juni 2011.

http://www.youtube.com/watch?v=dTm_NEQI-2Y



The **ENRICO IEVOLI** seen moored in Ravenna – Photo : Steven Oppeel – www.stevo.be ©

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !**

RINA publishes gas fuel notation

GENOA-based verification, certification and ship classification group RINA has published a new notation GAS FUELLED SHIPS which establishes requirements for the use of liquefied or compressed natural gas (LNG or CNG) on board ship as an alternative to traditional fuels. It is designed to give the industry a regulatory tool to ensure that the arrangement and installation on board of machinery using this type of fuel are such as to provide a level of integrity, from the point of view of safety and reliability, equivalent to that of a conventional installation. RINA notes that the use of natural gas as a fuel provides the advantages of a total reduction in sulphur oxide emissions, a considerable reduction in nitric oxide emissions, a twenty per cent reduction in carbon dioxide emissions and competitive prices at current costs and estimates for the near future.

The new notation was approved at the annual meeting of RINA's Technical Committee, which provides technical oversight of RINA's rules for ship classification, held today in the RINA offices in Rome, alongside the celebrations for the 150th anniversary of the founding of RINA. The meeting was chaired by Umberto Masucci, Chairman of the Ship and Aircraft Brokers and Agents Fund (FAMA) and Vice Chairman of the Federation of the Sea. Other major new rules discussed included requirements for permanently moored floating units for natural gas liquefaction (FLNG) and new Rules for the classification of units operating in the Caspian Sea and in other similar areas. The FLNG rules cover floating units for the liquefaction of methane gas, its storage and subsequent offloading onto gas carriers for final transport to the area of destination, generally known as FLNG (Floating LNG) and also FPSO LNG (Floating Production Storage Offshore LNG). This is one of the most interesting technical and commercial sectors in the field of offshore hydrocarbon exploitation. The flexibility which these units offer in terms of positioning makes them particularly attractive for use where it is necessary to eliminate environmental impact. They remove the need for a large gas liquefaction plant ashore, and they can be relocated to different geographical areas, provided the environmental conditions are similar. In the light of this interest and to be able to offer the industry a valid regulatory tool, RINA has developed ad-hoc rules for FLNG units, which are contained in the new Chapter 5 of Part E of the "Rules for the classification of Mobile Offshore Units and MODU". The new RINA rules cover aspects linked to hull structure and plant, related to both ship and processes. With reference to the latter aspect, RINA has developed specific criteria, based on risk analysis, to be able to deal adequately with the safety aspects associated with use, in an offshore marine environment, of plant and machinery used in oil refineries on land. The challenges offered by this new use can be met on the basis of the analysis and verification principles of the RINA Rules. They not only guarantee plant safety but also, at the request of the interested parties, their efficiency through specific certification of the new technology used, using Technology Qualification Certification.

New rules for the Caspian Sea are required because the ever increasing demand for oil has compelled oil companies to look for new fields in areas until now unexplored due to their severe environmental conditions.

One of these is the Caspian Sea characterised by:

- environmental temperatures varying between -35°C and +45°C,
- an ice thickness up to 0.6 metres,
- shallow waters,
- oil fields containing toxic gases (in particular H₂S),
- "zero discharge" environmental policies.

Bearing in mind the special requirements and uniqueness of the area, RINA has developed rules for the classification of offshore units operating in the Caspian Sea and in similar areas. Some of these units have special characteristics and non-traditional tasks. For example, IBEEV (Ice Breaking Emergency Evacuation Vessels) are designed to operate throughout the year including in winter ice to safely evacuate personnel operating on offshore platforms in the case of an emergency. For the latter, RINA has developed the new service notation: IBEEV which takes into account the main characteristics of these vessels:

- complete isolation from the outside (the air needed for the people on board as well as for the engines is provided by special pressure vessels),
- ability to sail through fire (pool fire),

- resistance to over pressure due to an explosion,
- ability to break ice in shallow waters (traditional ice-breakers cannot operate in shallow waters).

Weer illegale vissers betraapt nabij Aruba



De Kustwacht Caribisch Gebied heeft dinsdag twee Venezolaanse vissers betraapt op illegaal vissen in de territoriale wateren van Aruba. Afgelopen week werden ook al drie vissers met hun illegale vangst onderschept nabij Aruba.

Nadat het DASH patrouillevliegtuig van de Kustwacht de twee verdachte vissersboten uit Venezuela waarnam, werd de cutter **Panther** erop af gestuurd. Beide vaartuigen zijn aangehouden en opgebracht te Barcadera. Daar is hen een boete opgelegd. De gevangen vis is verdeeld over de organisaties Samba (opvang van alcoholisten) en Maristella (bejaardenzorg).

NAVY NEWS



TYPE APPROVED MARINE AUTOMATIC TELEPHONE SYSTEM & TALK BACK

ALPHACONNECT 48/128

- Affordable easy-to-install 2-wire exchange
- 8-256 internal lines
- Connection to GSM/Satcom and Public Address
- Type approved telephones
- Integrated Talk Back
- Optional Public Address Integration



TA. No. A-12291



ALPHATRON

www.alphatronmarine.com
alphaconnect@alphatronmarine.com

Royal Naval submarine ceremonial re-entry into fleet

The Royal Navy's most capable and up-to-date Trafalgar Class hunter-killer submarine, **HMS Trenchant**, was ceremonially welcomed back into the operational fleet at a special event on Friday, 3 June. Beneath a hot sun and clear sky, the submarine crew hosted 200 of their family members and friends at HM Naval Base Devonport, Plymouth, to mark the vessel's reintegration into the fleet after an extended upgrade period.

HMS Trenchant's Commanding Officer, Commander Irvine Lindsay, addressed his smartly turned-out ship's company on the parade ground. He acknowledged they were very keen to get to sea after the refit and praised them as the 'finest' in the Royal Navy. He thanked his crew's families for their support, which enables the submariners to concentrate on being as operationally effective as possible when away at sea.

The submarine entered the Devonport submarine refit complex late in 2009 and after many months of hard work by Royal Navy technicians and Babcock Marine Ltd it has taken shape as one of the most capable and powerful vessels in the Royal Navy. The submarine has also undergone a number of significant improvements to her sonar suite and Tomahawk cruise missile capability.

Commander Lindsay said: "This is a very special day for **HMS Trenchant** and her ship's company. It is a testament to the commitment of the crew and their families and of the support and service of the local workforce that HMS Trenchant returns to the Royal Naval fleet a more capable and deadly vessel than ever.

"She is packed with the latest equipment and weaponry and will be a potent presence worldwide for many years to come, and whilst the hardware is impressive, it is the ship's company who are the key component in **HMS Trenchant**. It is an absolute honour to be in command of such a fine body of men."

Lady Meriel Hunt was guest of honour at the rededication ceremony on the parade ground at Devonport Naval Base. Lady Hunt became the submarine's sponsor in 1989 when she launched **HMS Trenchant**. Her husband, Admiral Sir Nicholas Hunt, was the Commander-in-Chief Fleet at the time.

Lady Hunt inspected ceremonial divisions, with members of the submarine's affiliated Sea Cadet units, **TS St David's** and **TS Echo** (Llanelli), parading alongside members of the crew. Families of the submariners were joined by representatives of various organisations from their affiliated town, Llanelli, including members of the town and rural council and old comrades from the Royal Naval Association.

A rededication ceremony is a traditional part of any Royal Naval unit's life as she completes a period of refit and improvement. The upgrade ensures the submarine is ready and able to meet the United Kingdom's varied commitments. The crew will now begin a period of training and testing so they are ready to start operating around the world. **Source : Defpro**

Sub Commander Fired Over Mishandled Classified Info

The commanding officer of the fast attack submarine **USS Connecticut** was fired Monday after an investigation into the mishandling of classified information. Capt. Brian Howes, commander of Submarine Development Squadron 5, relieved Cmdr. Michael Varney because of a loss of confidence in his ability to command. According to a Navy announcement, Varney was punished for violating a general order, making a false official statement and for wrongful interference in an adverse administrative proceeding.

Varney, who took command of **USS Connecticut** in February 2009, has been reassigned to the staff of Navy Region Northwest. Cmdr. Christy Hagen, spokeswoman for Submarine Force Pacific, said she couldn't talk about the classified information, but said Varney had no malicious intent. "He just failed to live up to the meticulous standards we have for control of classified material."

Varney, 45, of Kittery Point, Maine, is a 1990 Naval Academy graduate. He led a provincial reconstruction team in Sharnra, Afghanistan, in 2006, earning the praise of Adm. Mike Mullen, then-chief of naval operations. "It's submarine officers like Cmdr. Mike Varney, who is right now in Afghanistan commanding one of six Navy-led provisional reconstruction teams, a joint unit that is fixing roads, repairing schools and clinics, and drilling wells -- and making every imaginable effort to improve the lives of the Afghan people," Mullen said.

Varney has received the Bronze Star Medal, three Meritorious Service Medals, two Navy-Marine Corps Commendation Medals and various campaign and achievement medals. Capt. Benjamin Pearson, deputy commander of Squadron 5, has taken command of the **Connecticut** until a permanent replacement is named. Pearson previously commanded the Gold Crew of Trident ballistic missile submarine **USS Kentucky**.

The **Connecticut's** homeport is Naval Base Kitsap-Bremerton and its command is based at Naval Base Kitsap-Bangor. It returned April 27 after participating in Ice Exercise 2011, testing new equipment and training for under-ice operations. **Source : McClatchy-Tribune Information Services**

PLA plans naval exercise

Drill to be held in international waters of west Pacific Ocean

A naval fleet of the Chinese People's Liberation Army (PLA) will conduct a training drill within international waters in the western Pacific Ocean from the middle to the end of this month, the Ministry of National Defense said on

Thursday. The ministry, in a news release issued by its Information Affairs Office, said that the training complies with relevant international laws and is not aimed at any particular country or specific target.

The ministry's reaction came after an earlier announcement made by Japan's Ministry of Defense on Wednesday, which said that eight Chinese navy ships, including guided missile destroyers, were on the high seas near Okinawa prefecture. Japan's major media reported the news and said that the Chinese naval fleet was heading to the Pacific Ocean. According to Kyodo News, Japan's Maritime Self Defense Force (MSDF) is on alert and is continuing to monitor the fleet's movements. China's Defense Ministry stressed that the upcoming drill is a "regular exercise" held "in accordance with the annual plan (of the PLA)". "The Ministry of National Defense is quick to react and transparent in its military activities," said Yang Bojiang, a professor of Japanese studies at the University of International Relations in Beijing.

He said that the Japanese should not be concerned about the Chinese naval training exercises because all activities of China's navy are strictly confined to international waters. It is not the first time that Japan has shown concern over China's naval training exercises. An editorial article published on Asahi Shimbun's website last April even called Beijing's attitude "unacceptable" when a Chinese helicopter came close to a MSDF destroyer during training.

China has defended the move and said the country's military training in open seas near Japan was in line with the international conventions. "Indeed, Japan is too nervous about China's normal naval training," Yang said.

"Japan's 2010 National Defense Program Guidelines asks to beef up defense in its southwestern area, but the Japanese government is facing serious financial problems, and the March 11 earthquake and tsunami have added to its fiscal woes. So I think some people in Japan, who have an interest in increased defense spending, want to play up China's military activities." **Source : China Daily**

Not a single submarine seaworthy



Above seen **HMAS FARNCOMB** during a port visit to Melbourne in March 2009.

Photo : Andrew Mackinnon – www.aquamanship.com ©

FOR the first time in a generation, Australia does not have a single submarine available to defend the nation today. The Australian understands the entire fleet of six Collins-class submarines cannot be put to sea despite the navy's claim that two of them remain officially "operational".

The situation is so dire the navy is believed to have deferred major scheduled maintenance work on its most seaworthy submarine, **HMAS Waller**, in the hope that at least one submarine will be available in the coming weeks.

Not having a single task-ready submarine is an embarrassment for the navy, whose attempts to improve the performance of the \$10 billion fleet have been stymied by breakdowns, accidents and the growing unreliability of the ageing vessels. The navy claims two of its submarines, **HMAS Waller** and **HMAS Dechaineux**, are available, but insiders say the reality is that neither vessel could be put to sea today if required because each is undergoing detailed inspections for mechanical problems.

HMAS Dechaineux is in dock at HMAS Stirling in Perth for an intrusive inspection of its main motor after limping home from Singapore, where defects were found in its propulsion system. It is understood Dechaineux will be unable

to sail for at least several weeks. **HMAS Waller** is also in dock at HMAS Stirling after engineers found signs of the same propulsion system problems that last month forced **Dechaineux** to withdraw from a five-nation defence exercise in the South China Sea.

It is understood that **HMAS Waller** will be unable to leave port until next week. The other four subs are unavailable. **HMAS Farncomb** is out of the water at the submarine repair facility at Henderson near Perth as workers seek to replace a broken emergency propulsion unit. **HMAS Collins** is undergoing scheduled maintenance at Henderson and is due out later this month, while **HMAS Sheean** and **HMAS Rankin** are both in long-term maintenance at the Australian Submarine Corporation in Adelaide.

The navy's plans to improve the reliability of the fleet are being undermined by the discovery of unexpected defects, especially with the propulsion system, as the submarines begin to age. There is also a shortage of spare parts.

The navy has become increasingly evasive about the state of its submarine fleet and is restricting its public comments on the issue, citing national security. However, critics say the navy has in the past been open about the availability of its submarines and that it is hiding behind claims of national security to avoid public scrutiny.

Defence declined to answer detailed questions from The Australian about submarine availability, saying only that two boats were in deep maintenance, two were in mid-level maintenance and two "are in the water in Western Australia".

The Australian understands **HMAS Waller** was originally scheduled to begin a mid-cycle docking maintenance for 12 months today, but that the navy has now deferred this plan for several months because so many other boats are out of action. Opposition defence spokesman David Johnston criticised navy chiefs for being evasive about submarine availability during Senate estimates hearings in Canberra last week. **Source : The Australian**

RFS DMITRY DONSKOY HAS LEFT SEVERODVINSK

The Russian Navy nuclear ballistic missile submarine **RFS Dmitry Donskoy** (TK-208) designated Project 941 Akula class (NATO reporting name Typhoon

http://www.youtube.com/watch?v=jdl1v9Y1hsk&feature=player_embedded

PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER, YOUR ADDRESS WILL BE "DEACTIVATED" AUTOMATICALLY IF THE MAIL IS BOUNCED BACK TO OUR SERVER
If this happens to you please send me a mail at newsclippings@gmail.com to reactivate your address again, please do not write this in the guestbook because I am not checking this guest book daily.

Iran expands submarine fleet

After reports on Iranian submarines entering Red Sea, deputy navy commander says Tehran to hold test runs for new submarine models in near future

Iran is expanding submarine fleet: Iranian Navy Deputy Commander Rear Admiral Seyed Mahmoud Moussavi said that the Islamic Republic will soon conduct test runs to examine new Iranian-made submarine models, Fars Iranian network reported on Thursday. "The new submarines, built by the committed Iranian experts, will join the naval combat fleet," after being tested during upcoming military exercises, Moussavi said on Wednesday.

The deputy commander did not provide further detail on the new models to be tested, their size, weights or when the exercises are scheduled to take place. Iran often boasts technological achievements in an effort to deter other regional countries and the West from launching an offensive against it, due to its controversial nuclear program.

On Thursday, China and Russia joined the Western powers and expressed concern over the Iranian nuclear program, after the Islamic Republic announced that it will increase uranium enrichment and move the production from Natanz to its nuclear facilities in Qum. On Tuesday, it was reported that Iranian submarines were dispatched to the Red Sea in order to gather intelligence and keep surveillance over the movement of foreign fleets' submarines and vessels.

According to the reports, the submarines joined a task force that was battling piracy in the Gulf of Aden, and were later transferred to the Red Sea. Iran announced last August that it increased its fleet and now has a total of 11 submarines, which will be used to patrol the Persian Gulf and the Sea of Oman. Iran has dispatched battleships to

distant waters such as the Red Sea and the Mediterranean in the past, but it is the first time it is sending submarines to the area. Source : Ynetnews

Warship INS Kabra joins Indian Navy



India's latest warship '**INS Kabra**' was commissioned at Naval Base here by Vice Admiral K N Sushil, Flag Officer Commanding-in-Chief, Southern Naval Command on Wednesday. Speaking on the occasion, the Vice Admiral stressed the importance of relatively smaller ships like Fast Attack Crafts for a blue water navy, pointing that these were essential inventory for low intensity conflicts and anti-piracy operations. The ship is named after an island in Andaman and Nicobar archipelago. Rear Admiral K C Shekhar, Chairman and Managing Director, Garden Reach Ship

Builders and Engineers (GRSE), Kolkata, said **INS Kabra** was a cost effective and fuel efficient platform. Source : Indiatimes

Indian Navy all set to welcome INS Vikramaditya

The Indian Navy is all set to welcome the **INS Vikramaditya**. The navy set the ball rolling to integrate the aircraft carrier (earlier known as the **Admiral Gorshkov**) with its fleet as the warship, being redone at a Russian shipyard, readies to sail home in early 2013.

The integration plan was discussed at a recent meeting of naval commanders in New Delhi as some key "firsts" are associated with the ship. More than double the size of existing aircraft carrier **INS Viraat**, it will be the biggest warship ever to be operated by the Indian Navy. The second crucial aspect is that for the first time, the navy would be operating supersonic combat jets from the flight deck. Once it arrives, the naval fleet will have to be arranged around it, as the **Vikramaditya** would become the central platform.

http://www.youtube.com/watch?v=ZO5wmqwRKLY&feature=player_embedded

The fleet rearrangement is also necessitated by the fact that the navy is in the middle of a modernisation drive as many warships are under construction. It is estimated that by the time the Vikramaditya joins the fleet, the navy would have added the remaining two of the state-of-the-art multirole Shivalik-class stealth frigates, the first of which has already been delivered. It would also have at least two new antisubmarine warfare corvettes. The navy will also get three new potent Talwar-class frigates, being built in Russia. In fact, close to 40 new warships are under construction at various shipyards in the country. This means that the fleet will not only grow in numbers but will also have modern warships. Source : Intoday

France 'stunned' by UK navy cuts

Cuts to the Royal Navy left French officials "stunned", the head of the French Navy has said. Admiral Pierre-Francois Forissier told the Daily Telegraph that France had been surprised by the cuts made in 2010's Strategic Defence and Security Review which had stripped Britain of its carrier strike capability until at least 2019.

"From a French standpoint, I have to say that we were really stunned because the Royal Navy has always been a model for us and it is now faced with a very difficult situation," Forissier said. The UK has recently sent its helicopter carrier HMS Ocean to conduct operations in Libya, but Forissier said the UK would be 'more efficient' if it still had carrier strike capability.

"If the UK did have another aircraft carrier in the Libyan theatre that would have been a support for the RAF because they would need less hours of travel and they would have been more efficient," he said. "When you only have one carrier that means you don't have permanent availability because of maintenance issues and, of course, it would be better to have two carriers." Last year the UK and France signed a major defence cooperation treaty, and Forissier said that when both of the UK's new aircraft carriers are complete, the second should be kept and shared between the UK and France for training purposes.

The government has suggested it is looking to sell the carrier on rather than keep it, having ordered the build to go ahead due to contractual obligations which would have made it more expensive to cancel the carrier than to complete it. "If we have the necessary budget it would be useful to each have a national carrier then have an extra carrier — not as expensive and for training uses — for UK and French use," Forissier said. "It would be useful to have a carrier in Europe for training pilots, otherwise we would need two carriers on both sides and I do not think this is economically feasible."

He also suggested British jets could fly off French carriers saying that it was "the nationality of the aircraft" that was important. "Potentially in future you could have UK aircraft operating for a UK mission from a French base," he said.

Source : Defencemanagement

Calls Made to Fund Rp 8.6 Trillion Submarine Production

The government has allocated more than 1 billion US dollars to purchase submarines for the Indonesian Navy (TNI-AL). Vice Adm. Susilo, the Defense Ministry's Defense Facilities Division chief, said the plan to buy submarines has been budgeted since 2005. The cost is, "No more than US\$2 billion," Susilo told Tempo yesterday.

In 2005, the government only set aside US\$700 million, assuming one unit of submarine would cost US\$350-400 million. Over time, the budget grew. In the initial stage, two submarines will be ordered to fortify the Navy's fleet. "We expect to implement it this year," said Susilo.

Susilo was reluctant to mention the price of each submarine unit. He only pointed out the French-made Scorpen that the Malaysian government bought for €550 million or around US\$800 million. "It depends on the equipment. It is still under technical discussion," he said. The Navy submarine will be equipped with weapons such as torpedoes and guided missiles.

Besides the French Scorpene, there is a U-209 offer from Germany and Chang Bogo in South Korea. The Defense Ministry's Procurement Evaluation Team is still considering both offers. "It can be Germany, France, or Korea," said Adm. Soeparno, the Navy Chief of Staff, yesterday.

Earlier, Soeparno said there were four countries that submitted a bid. But, one manufacturing country, Russia, withdrew due to incompatibility with the Navy's technical specifications. "They offered large submarines," he continued. The submarine that the TNI-AL needs is not large because it is adjusted according to the Indonesian waters. Besides, said Soeparno, "We don't have enough budget for large submarines."

Soeparno added, the Navy will require a minimum of six submarines. Currently, the navy only has two: the **Cakra** and the **Nanggala**, which were purchased in the 1980's. The **Cakra** is currently under maintenance which is expected to be completed by January next year. In addition to budget availability, Soeparno said that the procurement of submarines took a long time. For example, one submarine requires at least three years to build.

On the other hand, Vice Adm. Susilo added, ideally, the Navy should have 10 submarines to safeguard the Indonesian waters—three units for the eastern, central, and western region; three units for training; and the rest is for back up when other vessels are under maintenance. Source : TEMPO Interactive

SHIPYARD NEWS

	<h3>Shore Based Jobs</h3> <p>Superintendent • SHEQ-officer • Field Engineer and many other positions</p> <p>Call our Division Select (+31)10 - 243 67 04! Our consultants are looking for enthusiastic candidates for renowned players in the Maritime Industry. T.O.S. for Crewing Solutions, Shore Based Jobs, Ship Delivery and Nautical & Technical Management.</p>	 <p>www.tos.nl</p>
-------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------



Avra towage's **COMPASS** seen moored at **Dokmij Padmos** in Stellendam – Photo : **Leen Warnaar** ©

ROUTE, PORTS & SERVICES



Monster aan voor een Wereldbaan

Redwise zoekt enthousiaste maritieme
professionals voor ship delivery-opdrachten,
maritiem uitzendwerk en crew management
op uiteenlopende scheepstypen.
Monster aan op crewing@redwise.nl

www.redwise.com

Redwise
GLOBAL SHIP DELIVERY & CREWING

info@redwise.nl

SUBSEA 7 WINS CONTRACT FOR PETRONAS CARIGALI IN MALAYSIA

Subsea 7, a global leader in seabed-to-surface engineering, construction and services, today announces the award of the Kumang Cluster Project by PETRONAS Carigali to Subsea 7 Malaysia Sdn Bhd. This award further cements Subsea 7's position in Asia Pacific and Middle East Region. The project involves the transportation and installation of subsea structures, 5km of umbilical cable, pipeline jumpers and electrical flying leads, including the pre-commissioning of an existing 24" 5km pipeline and new umbilical in the Kumang Field.

The workscope comprises project management and engineering associated with the installation of the subsea equipment. A combined team from Subsea 7 and PETRONAS Carigali will deliver the project enabling greater

development and understanding of deepwater technologies and allow most operations to be completed utilising diverless intervention techniques. The work involves a high level of Malaysian content and will be managed by Subsea 7's office in Kuala Lumpur. The project will be completed in two phases utilising [Rockwater 2](#) in 2011.

Dick Martin, Subsea 7's Vice President for Asia said: "Subsea 7 is delighted to be awarded the contract by PETRONAS Carigali to work on this prestigious project. This award underlines and further enhances our reputation in Malaysia in particular to provide safe and quality services to strategic partners such as PETRONAS Carigali."



The inbound [MSC LISA](#) meets the outbound [MSC GENOVA](#) in Rotterdam-Europoort - [Photo : Eric Verdam ©](#)

Containership newbuilding UMM SALAL makes first call in Port of Hamburg

On 7 June 2011 the [UMM SALAL](#), the biggest containership to date belonging to United Arab Shipping Company (UASC), tied up in the Port of Hamburg on her maiden voyage. The giant container ship, with a capacity of 13,100 TEU (20 foot standard containers) was handled at Eurogate Container Terminal Hamburg (CTH).



[Photo : HMM / D.Hasenpusch ©](#)

The **UMM SALAL** is 365.5 metres long, 48.40 metres wide and is equipped with over 1,000 reefer slots, making it the first of nine ships of this size to be completed in 2011 and 2012. Together with Jörn Warwel, deputy head of the Nautical Control Centre, Günter Kuhberg, Managing Director of UASC (NWE), as well as other representatives from UASC shipping line and the terminal operator Eurogate, the Captain of the **UMM SALAL**, Mohammed Sajid, was presented with a plaque bearing the Port of Hamburg's admiralty coat of arms to commemorate the ship's first call. The **UMM SALAL** and the other UASC ships are fitted with 'Stowman' planning software produced by Interschalt Marine Systems, based in Schenefeld near Hamburg. The software optimizes container stowage and facilitates improved use of capacity. Over and above this the **UMM SALAL** is equipped with the most modern environmental technology, taking a leading role in convincing environmentally friendly transport management for such giant container ships. The **UMM SALAL** will sail in the weekly Europe-Far East container service AEC-8, which UASC runs together with CMA CGM, China Shipping and Evergreen. The four shipping lines deploy the nine ships with a slot capacity between 9,500 and 14,100 TEU, in the AEC-8, the FAL-2 and AEX-7 services. They call at the following ports: Hamburg, Zeebrügge, Port Klang, Shanghai, Ningbo, Shekou, Hong Kong, Yantian, Port Klang, Le Havre, Rotterdam, Hamburg. The round trip for the complete loop will take 63 days. Together with the AEC-2 and leased slots on other services from other carriers UASC has a total of seven connections between the Far East and Hamburg. So far in 2011 the Port of Hamburg has been able to greet three new Far East Services. In the first three months of the year 1.3 million TEU were handled, in waterborne container traffic with the Asia trade. That represents 15.7 percent more than in the same time period in the previous year. **Source : Port of Hamburg**



M3 MARINE GROUP

www.m3marine.com.sg

One of Asia's largest independent offshore shipbroking and marine consultancy groups



- Chartering
- Sales & Purchase
- Market Research
- Vessel Valuations
- Project Analysis
- Expert Witness
- FMEA Authoring & Auditing
- DP Consultancy / Annual DP Trials
- IMCA CMID Auditing
- Pre-Purchase Survey Inspection
- Professional Placements
- Technical / Commercial Due Diligence

Professionals who add Technical and Commercial Competence to your Offshore Marine vessel needs



The **MSC LISA** seen in Rotterdam – Europoort – **Photo : Harry van den Berg ©**

Marmara Lines bows out

Stuttgart-based Marmara Lines has decided not to take up its seasonal traffic between Italy and Turkey this year. The last sailing between Ancona and Cesme was with the chartered **SCOTIA PRINCE** last September.

"People don't want to pay for the long voyage", Marmara Lines CEO Can Ertugrul says to ShipPax. The 50 hour crossing make people look for low cost airlines, or they cross the Adriatic and drive the new highway from

Igoumenitsa to Turkey. The once a week service could not have been viable for truck transportation either due to the frequency. Marmara Lines last owned vessel, CESME, was sold to a windmill company for accommodation purposes. The chartered **SCOTIA PRINCE** has since been relocated to a new ferry service India - Sri Lanka. Source : Shippax

FJELL ARRIVED IN CAPE TOWN



Fairstar's **FJELL**, enroute from Singapore to Maracaibo (Venezuela) arrived in the port of Cape Town, one of the tugs she is carrying seems to have come off its blocks as can be seen below – Photo's : Glenn Kasner ©



Boskalis to acquire MNO Vervat

Royal Boskalis Westminster in The Netherlands has signed a Letter of Intent for the acquisition of MNO Vervat. Boskalis intends to acquire MNO Vervat's activities and expects to sign the final agreement within the next few months. MNO Vervat holds a leading position in the Dutch civil infrastructure market. Established in 1917, this family-owned business specializes in road construction, concrete and other civil construction work. On the international front MNO Vervat operates mainly in Suriname. MNO Vervat has annual revenue of around €300 million and employs around 1,000 staff. The orderbook, which is worth over two times annual revenue, contains several large projects such as the N201/A4 road connection to the south of Schiphol airport, the construction of the outer ring road at Parkstad in the southern

Dutch province of Limburg and several dyke reinforcement projects in Suriname. With the acquisition of MNO Vervat Boskalis is implementing one of the objectives formulated in its recently presented Corporate Business Plan: to reinforce its civil infrastructure competencies and activities at national and international level. "At a national level the planned transaction will enable Boskalis to respond to rapidly changing market conditions as well as strengthen the prominent position it has long held on the Dutch infrastructure market," the company said in a statement.

"This market is in a state of flux due to government policy, which is clearly aimed at upsizing contracts and pushing alternative contract forms such as Design, Build, Finance and Maintain." This trend means that it is strategically important to broaden and expand the scale of this activity. The tie-up of Boskalis Nederland and MNO Vervat will create a player with combined infra revenue of around €0.5 billion with the ability to play a leading role at the upper end of the Dutch market.

In terms of its international activities the acquisition of MNO Vervat will allow Boskalis to gain valuable knowledge and expertise in the area of concrete and other civil construction. This will enable it to respond to the increasing demand for all-round solutions for complex port and offshore projects. Comparable expertise is already successfully applied within the group on a regional scale in the Middle East through our partnership with Archirodon. Given the complementary nature of the two companies, the direct impact on the number of jobs is expected to be limited. Going forward the combination will create a stronger business which offers employees greater scope for personal development. Boskalis and MNO Vervat will seek to sign the final purchase contract in the short term and to obtain all the necessary clearances and statements as well as to complete the procedures with the relevant employee representation bodies as soon as possible. The final completion of the transaction, expected to take place shortly after the summer, is subject to various customary conditions being met, including a due diligence audit yet to be performed, and the aforementioned clearances being obtained. **Source : Dredging News Online**

DISA

DISA MARITIME BVBA
Ketelaarstraat 5c
B2340 Beerse
Belgium
T: +32(0)14 62 04 11
F: +32(0)14 61 16 88

VCA** ISO 9001
BUREAU VERITAS
Certification

SUBSEA



CIVIL CONSTRUCTION



ENGINEERING



www.disamaritime.com Providing worldwide underwater solutions



The **ANKIE** seen approaching IJmuiden locks enroute Amsterdam – **Photo : Marcel Coster ©**

Euroseas Ltd. Announces Time Charter Renewal for the Containership Vessel Maersk Noumea

Euroseas Ltd., an owner and operator of drybulk carriers and container vessels and provider of seaborne transportation for dry bulk and containerized cargoes, announced that a subsidiary of the Company has entered into time charter agreement for the following vessel: The M/V **Maersk Noumea**, a 2,556 teu, 2001 built intermediate containership, has been extended for about 2 years at a gross daily rate of \$15,750. The new rate will apply from the first days of July 2011. This employment is expected to generate approximately \$11.5 million of gross revenues during the period of the charter.



The **MAERSK NOUMEA** – Photo : [Ruud Zegwaard](#) ©

Following the above mentioned charter, approximately 76% of the Company's total container fleet days for 2011 and approximately 19% in 2012 are secured under period charters. The Company's drybulk fleet is 100% covered in 2011 via time charter contracts or Forward Freight Agreements (FFAs) and 50% covered in 2012 via time charter contracts. Aristides Pittas, Chairman and CEO of Euroseas, commented: "We are very pleased to have extended our cooperation with Maersk for the next two years at a rate that signifies the strength of the current market. We are still very positive on the prospects of the container market for the next years and especially on the sizes that we focus."

Source: Euroseas Ltd.

Petrobras gives green light for 21 new drilling rigs

The board of directors of Brazilian state-owned oil company Petrobras has given its approval for the bidding process to award contracts for up to 21 offshore drilling rigs that will be built in Brazil. According to MarineLog and various other sources, Petrobras says it will award two contracts for each rig: one a leasing contract with the successful bidder, and the other a rig operation service contract with a company experienced in operating offshore drilling rigs.

Companies invited can submit a proposal for one or more batches of one or more rigs, up to a total of 21 units. Each rig will require a minimum of Brazilian content as specified by the National Petroleum Agency (ANP). The bidding process is part of a strategy for contracting up to 28 new drilling rigs to be built in Brazil for exploration in ultra-deep waters, including the pre-salt fields.

In February this year, Brazil's Atlântico Sul Shipyard (EAS) won the bid to build seven drillships for Petrobras. The final price amounted to \$4.6 billion (a figure of around \$662 million per drill ship). Korea's Samsung Heavy Industries is a partner in EAS. Source : Offshore Shipping Online

Cape Town container terminal expansion ahead of schedule and under budget

Port Technology International reports that South Africa's Cape Town terminal expansion is reportedly ahead of schedule and running under budget, according to a statement released by the State owned Port Authority, Transnet.

The R5.6 billion project to be completed in 2012, will double Transnet Cape Town Container Terminal's (CTCT) current handling capacity to over 1.4 million TEU per year. Transnet also announced that the dredging of all four deepwater berths at a depth of 15.5m had been completed, and that the refurbishment of the second of four quays was finished.

Berth 602 will now be able to accomodate two separate vessels measuring 305 meters, after 720 meters of quay wall was made available within the construction phase, according to IFW.

"The investment, which is part of our R110 billion five-year capital investment programme, will not only increase capacity but go a long way towards improving productivity and efficiency at our ports," Transnet CEO Brian Molefe told IFW. The port is also replacing its dated ship-to-shore cranes, with the installation of six Liebherr super post-Panamax cranes with twin-lift capability. The cranes will be operational at the newly completed second quay. **Source :** [Dredging News Online](#)

€230m Dún Laoghaire harbour plan announced

A €230 million development project which includes a "world-class" diaspora centre; berthing for large cruisers; marine service companies; food and beverage outlets; and 300 new homes has been proposed by the Dún Laoghaire Harbour Company. The plan, on which company officials and Dún Laoghaire traders briefed Minister for Transport Leo Varadkar yesterday, will go on public display this weekend, with comments invited on it.

The promoters say the project would create 1,000 jobs in areas including services and tourism. The harbour company said it needs to spend €5 million a year on the harbour and that to date almost 70 per cent of its income has come from one client, Stena Line, which operates the fast ferry service to Holyhead. A recently signed contract with Stena for the next two years will see the ferry service reduced to just one sailing per day, with a drop in harbour company revenue from €7.2 million to an average of €1.8 million a year.

The plan aims to position Dún Laoghaire as "a marine, leisure and tourism destination of international calibre" with a diaspora centre on a par with the Jewish Museum in Berlin. The centre, which will have a target of attracting one million visitors annually, is to be located on the Carlisle Pier. The ferry terminal building is to be demolished as part of the development, freeing space for residential, commercial and leisure use.

The plan claims the development would bring about "a huge increase in public access to the waterfront, new slipways for the general public to use, and a new public marina". Harbour company chief executive Gerry Dunne told Mr Varadkar many comparable harbours elsewhere had become commercially successful, such as Albert Dock in Liverpool, HafenCity in Hamburg and Darling Harbour in Sydney. He said finance for the project could come from commercial sources and philanthropic organisations, particularly those interested in the diaspora centre.

He said he believed the prospect of 1,000 jobs and a "new reality" would influence the public in favour of the scheme, even if there was some initial resistance to 300 new homes proposed as part of the project. The company estimates its investment assets are worth €8.4 million and the harbour estate is worth more than €50 million. The company said it believes the development is realisable "even in the current constrained market . . . the waterfront will sell well".

The company noted that the 300 new homes were "absolutely critical, both from a financial and operational perspective". Mr Varadkar asked about the possibility of local opposition to the project but said he welcomed the initiative. "This is in line with international best practice and with measures to improve integrated transport planning more generally. I know there is very keen local interest in the future development of the harbour and I would encourage all the local stakeholders to participate positively in the process," he said. Mr Varadkar said in addition to being a successful commercial port, the harbour is the State's largest marine leisure amenity, an important maritime heritage site and location of what is reputed to be the State's most popular walk. The plan will be on display tomorrow and Sunday from noon to 6pm at the terminal building in the harbour. **Source :** [Irishtimes](#)

OLDIE – FROM THE SHOEBOX



The Australian aircraft carrier **21 HMAS MELBOURNE** seen during a port visit to Rotterdam in July 1977, with ondeck several **A-4G SKYHAWK** fighter jets, and behind the superstructure is seen a **S-2G TRACKER**, on the stern is seen a **Westland WESSEX** helicopter **Photo : Peter (Webtek) ©**

The aircraft carrier was laid down 15 April 1943 as the **MAJESTIC** for the Royal Navy at Vickers-Armstrong in Barrow-in-Furness and was commissioned into the Royal Navy on 16 October 1955, handed over a shortwhile later to Australia and commissioned into the Royal Australian Navy on 28 October 1955 and renamed **MELBOURNE**, the carrier never fired a shot in anger during her career, having only peripheral, non-combat roles in relation to the Indonesia-Malaysia confrontation and the Vietnam War. However, she was involved in two major collisions with allied vessels. On the evening of 10 February 1964, **Melbourne** collided with and sank **HMAS Voyager** when the Daring class destroyer altered course across her bow. Eighty-two of **Voyager's** crew were killed, and two Royal Commissions were held to investigate the incident. The second collision occurred in the early morning of 3 June 1969, when **Melbourne** collided with and sank the Allen M. Sumner class destroyer **USS Frank E. Evans** in similar circumstances. Seventy-four United States Navy (USN) personnel died, and a joint USN–RAN Board of Inquiry was held. These incidents, along with several minor collisions, shipboard accidents, and aircraft losses, led to the reputation that **Melbourne** was jinxed, the proud of the Australian Navy was decommissioned 30 May 1982 and sold for scrap to China in 1985

The **1942 Design Light Fleet Carrier**, commonly referred to as the **British Light Fleet Carrier**, was a light aircraft carrier design created by the Royal Navy during World War II, and used by eight naval forces between 1944 and 2001. They were designed and constructed by civilian shipyards to serve as an intermediate step between the expensive, full-size fleet aircraft carriers and the cheap but limited-capability escort carriers.

Sixteen Light Fleet carriers were ordered, and all were laid down to the **Colossus class** design during 1942 and 1943. However, only eight were completed to this design; of these, four entered service before the end of the war, and none saw front line operations. Two more were fitted with maintenance and repair facilities instead of aircraft catapults and arresting gear, and entered service as aircraft maintenance carriers. The final six were modified during construction to handle larger and faster aircraft, and were redesignated the **Majestic class**. These six ships were still under construction at the end of the war, and work was suspended; five were eventually completed (the last commissioning in 1961), but the sixth was dismantled for spare parts and scrap.

Although not completed in time to fight in World War II, the carriers in Royal Navy service participated in the Korean War and the Suez Crisis. During the latter, two **Colossus class** ships performed the first ship-based helicopter assault in history. Four **Colossuses** and all five completed **Majestics** were sold to seven foreign nations: Argentina, Australia, Brazil, Canada, France, India, and the Netherlands. No **Majestic** was ever operated by the Royal Navy, and three ships served in three different naval forces during their careers. Foreign-operated Light Fleets took part in the Korean War, the First Indochina War, the Vietnam War, the 1971 Indo-Pakistani War, and the Falklands War. With the exception of the **Majestic class INS Vikrant**, which was preserved as a museum ship, all of the Light Fleet carriers were broken up for scrap.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 162

Name	Builder	Laid down	Launched	Commissioned	Paid off	Foreign service and notes	Fate
<i>Colossus class</i>							
HMS Colossus	Vickers-Armstrong	01-06-42	30-09-43	16-12-44	1946	French Navy: Arromanches (1946–1974)	Scrapped in 1978
HMS Glory	Harland & Wolff	27-08-42	27-11-43	02-04-45	1956	-	Scrapped in 1961
HMS Ocean	Stephen & Sons	08-11-42	08-07-43	08-08-45	1960	-	Scrapped in 1962
HMS Venerable	Cammell-Laird	03-12-42	30-12-43	17-01-45	1947	Royal Netherlands Navy: HNLMS Karel Doorman (1948–1968) Argentine Navy: ARA Veinticinco de Mayo (1969–1999)	Scrapped in 1999
HMS Vengeance	Swan Hunter	16-11-42	23-02-44	15-01-45	1952	Royal Australian Navy: HMAS Vengeance (1952–1955) Brazilian Navy: NAeL Minas Gerais (1960–2001)	Scrapped in 2004
HMS Pioneer	Vickers-Armstrong	02-12-42	20-05-44	08-02-45	1954	Completed as maintenance carrier	Scrapped in 1954
HMS Warrior	Harland & Wolff Ltd.	12-12-42	20-05-44	02-04-45	1946	Royal Canadian Navy: HMCS Warrior (1946–1948) Returned to Royal Navy (1948-195?) Argentine Navy: ARA Independencia (1958–1971)	Scrapped in 1971
HMS Theseus	Fairfield Shipbuilding & Engineering Company	06-01-43	06-07-44	09-02-46	1957	-	Scrapped in 1962
HMS Triumph	R. & W. Hawthorn Leslie & Company Ltd.	27-01-43	02-10-44	09-05-46	1975	Reclassified as repair ship in 1965	1981
HMS Perseus	Vickers-Armstrong	01-06-43	26-03-44	19-10-45	1957	Completed as maintenance carrier	Scrapped in 1958
<i>Majestic class</i>							
Majestic/ HMAS Melbourne	Vickers-Armstrong	15-04-43	28-02-45	28-10-55	1982	Royal Australian Navy	Scrapped in 1985
Terrible/ HMAS Sydney	HM Dockyard Devonport	19-04-43	30-09-44	16-12-48	1973	Royal Australian Navy	Scrapped in 1975
Magnificent/ HMCS Magnificent	Harland & Wolff	29-07-43	16-11-44	21-03-48	1956	Royal Canadian Navy	Scrapped in 1965
Hercules/ INS Vikrant	Vickers-Armstrong	14-10-43	22-09-45	04-04-61	1997	Indian Navy	Preserved museum ship
Leviathan	Swan, Hunter & Wigham Richardson, Ltd.	18-10-43	07-06-45	–	–	Scrapped before completion	Scrapped in 1968
Powerful/ HMCS Bonaventure	Harland & Wolff	27-11-43	27-02-45	17-01-57	1970	Royal Canadian Navy/ Canadian Forces Maritime Command	Scrapped 1971

Source : Wikipedia

.... PHOTO OF THE DAY



The **JOIDES RESOLUTION** arrived in Curacao

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

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

Om uit te schrijven klik [hier](#) (Nederlands) of bezoek de inschrijvingspagina op onze website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>