



Number 171 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Monday 20-06-2011**

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The Nimitz-class aircraft carrier USS Dwight D. Eisenhower (CVN 69) conducts rudder turns during sea trials. Dwight D. Eisenhower completed a nine-month planned incremental availability at Norfolk Naval Ship Yard on June 10 and is scheduled to resume underway operations this summer. Photo : U.S. Navy

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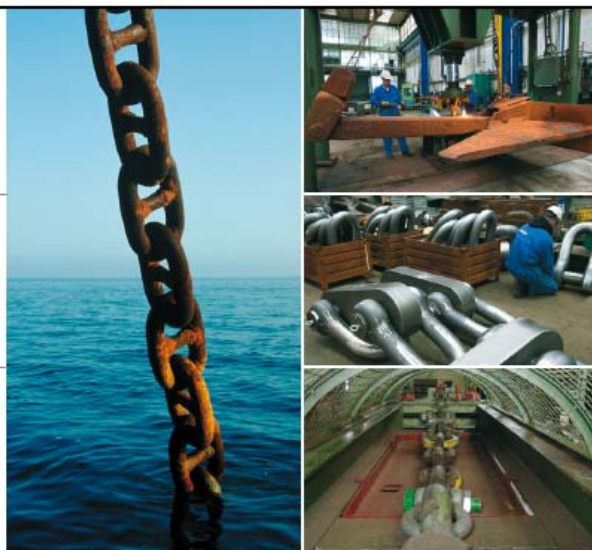
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The **KL SANDEFJORD**, built 2011, 8,360grt, owned by K Line Offshore A/S Norway. Until recently she is reported to having been the most powerful A.H.T.S. in the world with 390 TBP. she is above seen berthed Leith, Scotland 17/6/2011. **Photo : Iain Forsyth ©**

TransAtlantic's Crew on Tor Viking Are Rewarded for Rescue Operation

December 2010, the AHTS vessel *Tor Viking* executed a critical rescue operation under the leadership of the US Coast Guard off the coast of Alaska. The Greek-registered bulk cargo vessel *Golden Seas* suffered engine failure and started to drift towards the cliffs. At the time, weather conditions in the area were extreme with wind speeds of 70 knots, 10-meter waves and an air temperature of 20C. The crew of the *Tor Viking* successfully attached towlines to the *Golden Seas* and could then tow the vessel to the nearest port. The US Coast Guard wishes to show its appreciation for the professionalism demonstrated by Captain Finn Jørgensen and his crew aboard the *Tor Viking* during their rescue of the *Golden Seas*. This will take place at a ceremony at the US Embassy in Stockholm on Monday, June 20, at which all the members of the crew will be awarded a medal.

"We are extremely proud of our crew and their high level of seamanship. Thanks to their efforts, the 20-man crew of the *Golden Seas* was rescued and a major environmental disaster averted," says Christian W Berg, Head of the Offshore/Icebreaking Business Area.



The **VANTAGE** seen outbound from Amsterdam bound fore Belfast – Photo : H. Blomvliet ©

'Indian Navy ship hampering humanitarian operations'

Pakistan on Friday night registered a protest with India on the Indian Navy ship *Godavari* hampering humanitarian operations being carried out by Pakistan Navy's ship *Babur* for *m.v. Suez* — that had earlier this week been released from Somali pirates after 10 months — and making dangerous manoeuvres which resulted in the two ships "brushing" past each other. The protest was lodged through the Indian High Commission here.

According to the Foreign Office, the incident constitutes a serious violation of international regulations pertaining to safe conduct at high seas and also the India-Pakistan Agreement of 1991 on Advance Notice of Military Exercise Manoeuvres and Troops Movements. Source : *The Hindu*

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NATO ships rescue 9 North African migrants

Poland's Defense Ministry says NATO ships have rescued nine migrants from North Africa who were sailing in an inflatable boat across the Mediterranean. The ministry said Friday the group was spotted the previous night 50 miles (80 kilometers) from the Spanish coast. They had no communication devices and their boat appeared to be taking on water.

A German destroyer was the first to approach them and offer drinking water. A Polish ship, which is in command of a NATO exercise on the Mediterranean, notified Spanish rescuers who took the group to Spain. Large numbers of people have been fleeing the turmoil in North Africa by sea in rickety boats and seeking refuge in Europe. **Source :** Taiwannews



The **CAPE FRONTIER** seen moored in Amsterdam – **Photo : Erwin Willemsen ©**

China, RP deploy patrol ships in disputed waters; Taiwan plans to dispatch missile boats

Reiterating it has “no interest in asserting its claim by force,” a state media report says China has deployed its largest maritime patrol ships in the West Philippine Sea “to protect its rights and sovereignty.” At the same time, the

Philippines has also deployed its biggest warship to the area, while Taiwan is said to be planning on sending missile boats and tanks to the region.

A report said that China's Haixun-31 set off Wednesday morning and will stay in Singapore for two weeks of exchanges on search and rescue, anti-piracy and port management operations, AP noted. "Throughout its journey, it will carry out patrolling of the marine areas being developed by China in the South China Sea," Chinese newspaper Takung-Pao said. "It will protect national maritime rights and sovereignty."

The patrol ship will pass the Paracel and Spratly Island groups amidst disputes with Philippines, Vietnam, and other countries claiming the said territory. Reports said that this type of ship was similar to the one accused of harassing foreign ships in the West Philippine Sea, including a US Navy surveillance vessel last March. In line with this, Defense Secretary Voltaire Gazmin expressed the possibility that the Philippines may file a diplomatic protest if intrusion occurs.

"According to the news, it is not a battleship... These are the maritime ships so we don't have to worry, but we are guarding our area of responsibility," Gazmin said. Meanwhile, BRP Rajah Humabon, which has 68 crew members and eight officers, is set to conduct patrol operations around Scarborough Shoal and the West Philippine Sea. "We will observe and check if there are security threats in the area and also to inspect if there are illegal poachers taking advantage in our jurisdiction," the ship's commanding officer Cmdr. Celestino Abalayan said. Abalayan emphasized, however, that the deployment of Humabon has nothing to do with the Spratly issue and is only intended for routine patrol. Philippine Navy chief Vice Admiral Alexander Pama stated that they "will strictly adhere to our rules of engagement and if a shooting war breaks out (among contending forces in the Spratlys) in the area, it will not start or come from us first."

"We are doing these operations if only to emphasize that these markers are within the country's exclusive economic zone," Pama added.

Taiwan's Defense ministry feared that its coastguards assigned in the Spratlys "may not be sufficiently heavily-equipped to handle potential conflicts," AP reports. "Currently the coastguards in the Nansha (Spratlys) and Tungsha (Pratas) are only armed with light weapons," said Taiwan's defense ministry spokesman David Lo. "The missile boats and tanks is an option we've offered to the coastguards."

According to the AP report, each of the 47-tonne Seagull-class boats of Taiwan is armed with two Hsiungfeng I missiles, a ship-to-ship weapon with a range of 40 kilometers (24 miles). Taiwan, Brunei, China, Malaysia, Philippines, and Vietnam are the nations reiterating their claims over the reportedly oil-rich islands. **Source : thepoc**

PAVILION ENROUTE BREAKERS



The 151 mtr long **PAVILION** seen entering the port of Cape Town to take bunkers whilst enroute to the breakers , built as the **STENA TRANSPORTER** in 1978 at the Hyundai Yard in Ulsan (Korea) under yard number 652 the ferry was renamed in **FINNROSE** in 1979 followed by **BALTIC FERRY** during 1980, in 1992 she was renamed in **PRIDE OF SUFFOLK** followed by **EUROPEAN DIPLOMAT** in 2001, **DIPLOMAT** in 2005 and recently here final name for the delivery to the breakers **PAVILION**

Photo : Ian Shiffman ©

False Claims

Despite the claims of pirates, the ransom paid to release “**MV Zirku**” apparently fell well short of the widely-quoted figure of \$12m. Once again it seems we are all too quick to accept the words of pirates, because the issues are shrouded in secrecy. Where facts are few, lies are many...

Pirates naturally want to talk the figures up, but perhaps those negotiating would be better off establishing an open ransom payment index...think of the time that could be saved if there was a ransom guide. Right, let's see. fully laden VLCC with 25 crew – that will be \$5 million dollars please. No messing about, just a fair ransom for an unfair act.

It is believed that the Zirku ransom probably comes somewhere between the \$11.5m paid for “**Irene SL**” and the \$9.5m paid for South Korean VLCC “**Samho Dream**” last year. Experts believe that the ransom trend is probably upwards over a six month rolling average...the days of the \$1m-\$1.5m ransoms appear to be over and today the range is more likely to be around \$4m-\$4.5m. With tankers attracting the highest rates.

While negotiations are important, the real push should be to reduce the time of the hijack, time is money and there is a moral imperative to get the crew out before the torture starts. **Source : ShipTalk**



The **BOTHNIABORG** seen in Zeebrugge – **Photo : Willem Kruit ©**

Stranded ship turns a tourist attraction

JUHU, one of the most popular beaches of Mumbai, is relatively less crowded during the monsoons, but last week saw thousands of visitors heading there, hoping to catch a glimpse of a 9,000-tonne ship that had got stranded just off the beach.



The **MV Wisdom**, a nearly 500-ft-long cargo-carrier, was being towed to Alang, the world's largest ship-breaking yard in Gujarat, from Colombo, the Sri Lankan capital, when the cables snapped and the vessel began to drift. Authorities here panicked as the vessel initially headed last week to the prestigious Bandra-Worli sea link, but fortunately it drifted further north, finally beaching at Juhu. Curious visitors descended on the beach, admiring what for many was a gigantic vessel. Many tried to swim the 400 metres distance to the vessel, to get closer

to the merchant ship.

Fortunately, the **MV Wisdom** is not carrying any lethal cargo and except for the fuel that is meant for its own consumption, there is unlikely to be much of a threat to Mumbai's coastline. Environmentalists have been targeting

vessels that are brought to Alang, located in Bhavnagar district in Gujarat, accusing many companies of dumping deadly waste along with the vessels, and endangering the lives of people in the neighbourhood.

Supertankers, containers and ocean-liners, besides hundreds of smaller vessels, are brought to Alang every year, where thousands of workers dismantle the ships and recycle the metals and other parts. Between 300 and 400 ships are dismantled annually at the shipyard, which accounts for half of all the ships that are scrapped worldwide.

However, environmentalists allege that some of the ships contain remnants of toxic matter, and their dismantling in Alang is equivalent to toxic dumping. The high-profile campaign by environmental organisations has now resulted in authorities in India monitoring the movement of vessels to Alang.



The **MV Wisdom**, the Singapore-flagged vessel, however, poses a challenge to the local authorities in Mumbai. Both the Indian Navy and the Coast Guard have refused to tug it to Alang and the owners of the vessel have had to hire a salvage firm from Singapore to tow it out of Juhu beach. Salvage operations had to be abandoned for the second time on Saturday, as the vessel did not move from its position, despite attempts by naval helicopters to drop ropes and cables on to it. The sea off Mumbai becomes rough during the monsoon and the salvage operations have to be carried out soon, else the vessel will remain a tourist attraction for the better part of this year. Mumbai being a busy port, there have been instances in the past when vessels have got grounded off the coast. Some of them pose a threat to the vessels that enter the port, but not many have anchored so close to the beach as the **MV Wisdom**. Source : **Khaleejtimes**

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Vroon's **IVER EXPERIENCE** seen entering the port of Willemstad (Curacao)

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

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Maritime trade; a key driver in Africa's growth

In this era of globalization, access to overseas markets has been a key element for emerging economies to promote economic growth. In view of Africa's maritime trade and transport industry is a crucial sector in Africa's economic growth agenda, according to the Minister of Trade and Industry, Ms Hannah Tetteh.

She indicated that the United Nations Conference on Trade and Development (UNCTAD) Maritime Review 2010, Africa's seaborne trade in 2009 was 682.1 million metric tones, representing 8.7% of world seaborne trade. Ms Tetteh made these assertions at the opening of the 2nd African Women in Shipping Conference, organized by the Women's International Shipping and Trading Association (WISTA) in Accra yesterday. WISTA, which is a Non-Governmental Organization (NGO) of women engaged in shipping and trade related businesses, was originally established in England in 1974.

She noted that the issue of human resource also brings to the fore the role women play in our industry, especially in Africa, where very few women occupy high level national trade development positions. The maritime industry in particular, has for a long time been perceived to be male dominated. Sometimes one wonders if it is a perception or a reality, Ms Hannah pointed out. It is the fact that shipping is a servant of trade, and demand for shipping service depends largely on the increase in trade and trade related activities. It is, therefore, no wonder that during the recent 2008 financial crisis, the demand for maritime transport also suffered significantly. Seaborne trade continues to expand, bringing benefits for consumers across the world, through competitive freight cost, thanks to the growing efficiency of shipping, as a mode of transport and increased economic liberalization. Available statistics indicated that about 90% of world trade is carried by the international shipping industry. Without shipping, the import and export of affordable food and goods would not be possible. It is common knowledge that without shipping or maritime transport, half of the world would starve, and the other half would freeze, she stated. Touching on the theme for the conference -'Africa's Maritime Trade and Transport Industry: A catalyst for Sustainable Economic Growth', the Minister said it was appropriate at this time, when trade infrastructure has become very crucial in the promotion of the international trade on the competitive global arena. With over 1,300 individual members and 29 National WISTA Associations (NWAs), the membership of WISTA worldwide has increased by 40% during the past years. A critical look at the top managerial

level positions in our industries will reveal that they dominated by males leaving just but a few women at the middle level management positions. Article 37 of the African Maritime transport Charter provides a basis for the integration of women in the maritime sector. It calls for the gender balance as well as promoting women in the Maritime Sector. On her part, the Minister of Women and Children's Affair, Mrs. Juliana Azumah-Mensah was hopeful that with the right policies in place, Ghana was poised to take the global maritime industry by storm. She encouraged WISTA to involve more young women into the country's maritime industry. The Deputy Minister for Transport, Mrs. Dzifa Attivor suggested that as WISTA Ghana moves ahead in implementing its goals and objectives, the association will not forget to carry along other women through training and monitoring.

She urged WISTA Ghana to target the talented female students of Regional Maritime University and mentor them to fulfill their ambition of pursuing successful careers in the maritime in their continued education and professional development, as well as promoting shipping as a viable career for young women. The President of WISTA Ghana, Mrs. Naa Densua Aryeetey disclosed that WISTA Ghana was formed in 2010 with the objectives to monitor the participation of women in the industry, among others. **Source: Ghanaian Chronicle**



The **BRUINVISCH** seen moored at the LOGGERFESTIVAL in Vlaardingen - **Photo : Adri Lokker ©**

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Robbery on the High Seas Too Lucrative to Refuse

There are hundreds of pirates serving time in prisons in northern Somalia. But for every one arrested, there are several people willing to fill the gap. A visit to a pirate jail reveals that, despite the risks, many Somalis are still being

drawn to the sea by dreams of ransom, revenge and repute. Omar Abdullahi, 45, knew the patrol boat routes. He knew the coast guard's equipment, and he knew their salaries were a meager \$45 (-32) a month. That was all he made, too, despite being head of the Las Qoray outpost. At sea, he saw how easily the pirates in their fast boats got away from his fellow coast guardsmen. And, on land, he saw how they could afford expensive cars and fancy houses.



Finally, Abdullahi had had enough. In 2007, after 14 years of service, he left the coast guard of Somaliland, a republic stretching along Somalia's northern coast that declared independence in 1991. At the time, he said he could make more as a fisherman. These days, Abdullahi is sitting in a prison in Berbera, a city on Somaliland's

northern coast, waiting for his case to go to trial. On March 23, his former coast guard colleagues arrested him and six accomplices in a boat outfitted with a GPS system rather than gill nets. Members of the coast guard claim to have seen them throw their AK-47s and RPGs overboard before their arrest. The indictment says they were pirates and that they had attacked tanker and container ships. Colonel Ahmed Ali is the commander of the coast guard unit in Berbera. He says his former colleague had spent some time in Eyl, the pirate stronghold on the country's eastern coast. "We know that he made a lot of money there," Ali says, adding that it didn't come from fishing. "If he were a fisherman," Ali explains, "he would go fishing where he comes from and not here." Berbera's jail is a dark vault built by the Turks in the 19th century. He provides only evasive answers to questions. He insists that he is a fisherman and has five children to feed. And he claims he made \$200 a month as a fisherman, considerably more than in the coast guard.

Abdullahi is just one of roughly 350 suspected pirates sitting in prisons on the northern coast of Somalia, in both Somaliland and neighboring Puntland. In Somaliland, in particular, officials are eager to get more serious about combating piracy. With strong support from the European Union, the United Nations has built a brand new prison in Hargeisa, the capital of Somaliland. The two organizations invested roughly \$1.5 million in the detention center, which now holds 88 suspected and convicted pirates. Piracy has become an expensive matter for this seafaring nation. Indeed, a recent study found that piracy off Somalia and in the Indian Ocean has cost the global community somewhere near \$10 billion. It also says that average ransoms for ships grew from \$150,000 to \$5.4 million between 2005 and 2010, and that there have been a record 98 attacks between January and March in this year alone. There are additional costs as well: having ships out of service, the deployment of naval vessels from a number of countries, tankers and freighters needing to take long detours to avoid danger zones, holding court cases and incarcerating the pirates.

Western security firms have now discovered piracy as a new business sector -- one worth millions. Their portfolio of services includes making contact and negotiating with pirates, supporting relatives and preparing and delivering ransoms. Occasionally things go wrong, such as when Somali officials recently arrested three Britons, two Kenyans and an American at the airport in Mogadishu. When they searched through the group's luggage, they found \$3.6 million in cash meant as ransom for two ships seized by pirates last year. Among those sitting in the new jail in Hargeisa is Ahmed Muhammed Adam, from the port city of Bosaso in Puntland. He was arrested on April 17, 2010 along with six others. Like almost all the other suspected pirates incarcerated in Hargeisa, Adam claims to be just a hard-working fisherman with no connections to piracy. The motor of his boat broke down and Adam says they then drifted westward from the coast of Somaliland. Then, he says, a foreign frigate spotted his boat and relayed its coordinates to the coast guard. Adam was given a 15-year sentence. Despite his denials, Adam went on to provide some astonishing insights into the piracy trade. "Anyone who goes out is assuming a risk," he says, "and most of them suffer a defeat." He adds that, before becoming a lucrative business, piracy was a way to fight back against foreign ships. In fact, the business has gotten so lucrative that the high risks involved no longer frighten people off. He also says that it won't stop, either, because people like him view the ransoms "as a type of tax."

These days, lots of people are dying off the coasts of Somalia, and only a fraction of the victims are ever identified. In mid-May, helicopter-borne American soldiers shot dead four Somali pirates as they were trying to board the [Artemis Glory](#), a German supertanker. The ship's crew had already repelled a number of attacks before the helicopter took off from the [USS Bulkeley](#), an American destroyer, and came to their rescue. In recent months, there have been a number of similar episodes. But they still haven't done anything to reduce the number of pirate attacks. On the contrary, as the pirate Adam puts it: "Whenever 20 die, there are always 20 more to replace them."

Adam also says that the pirates have devoted some of their profits to obtaining better equipment. "They now have speedboats that can escape from any warship," he says. He adds that the prestige that pirates gain from a successful seizure is enormous. "Whoever brings back a ransom is untouchable." As such, it is no wonder that pirates who have successfully seized a ship enjoy so much support on land. "The major clans and families are also involved," Adam says, "all of them." He adds that the state no longer has any influence in Hobyo, a large pirate nest on Somalia's eastern coastline. "A minister recently wanted to talk with the clans," Adam recounts. "But he encountered serious difficulties already on his way to Hobyo." Adam is also convinced that the state is powerless to stop piracy. "In the 1990s," he explains, "you could have still pulled it off. But that's no longer the case. It's too late now; the ransoms are too high."



Another prisoner in Hargeisa is Ahmad Muhammad Jama. The 30-year-old also claims to have been a simple fisherman and says his boat had also merely drifted off course. Though he claims to have never encountered any pirates, Jama says he supports them "morally." He also seems surprisingly familiar with the piracy business. "It's very hard to stop," he explains. "People are forced to avenge their brother or father whenever they are killed at sea." He also compares the riches that can come from piracy to "brainwashing for the young." Indeed, the pirates have become heroes for many young Somalis. One of the prisoners in Hargeisa is 18-year-old Muhammed Yussuf Abdia, who was sentenced to a year in jail for attacking his father with a machete. The young man has no compunction about saying that he wants to become a pirate -- the "commander of a unit," no less -- once he is released. His role model is Farah Ismail Ilie, one of the unofficial bigwigs in the Hargeisa prison. Discussions with prisoners at Hargeisa reveal the degree to which the situation has escalated. There are often no witnesses to the encounters between naval ships, pirates and the vessels they prey upon. Jama claims to have lost three relatives himself. He says they headed out to sea to go fishing. "We never saw them again," he says, "only the wreckage of their boat washed up on shore." No one knows if the boat was the victim of an accident or an attack by a foreign warship. "Many never come back," says Adam, Jama's fellow prisoner.

Hargeisa prisoners also provide a clearer picture of how the foreign fleets operate. Naval crews from around the world prefer to take as few pirates into custody as possible. Instead, they stop the suspected pirate boats and, if the pirates haven't already thrown them overboard themselves, they confiscate weapons, scaling ladders and GPS devices. Sometimes they destroy the outboard motors; sometimes they give the pirates food and water. One notorious case involves the Russian destroyer Marshal Shaposhnikov. In May 2010, the vessel arrested 10 Somalis after they attacked a Russian oil tanker. The Russians seized their weapons and navigation instruments and then gave them a little food and water. Then they were left to their own devices 600 kilometers (373 miles) from shore. The pirates were never seen again.

Another pirate in Hargeisa tells the story of a Russian naval vessel that stopped his boat, tagged it with paint, removed its outboard motor and reported its coordinates to the Somaliland coast guard, which merely had to pick them up. The pirates aren't the only ones to profit from their thriving trade; the fishermen do as well. Yussuf Muhammed Ahmed, the 39-year-old head of the local consortium of 500 fishermen, stands on the pier at Berbera. "When it comes to our earnings," he says, "the pirates are a boon. Otherwise we'd have nothing." He explains that pirates have forced the

fishing fleets from Spain, India and Italy to go elsewhere. Catches, he said, are much higher now than they were five years ago. Only deep-sea fish have yet to recover. In the harbor's small military area, base commander Col. Ahmed Ali deploys the members of his coast guard. They are a very strange-looking bunch, wearing well-worn boots and a mishmash of uniforms manufactured in the West and the former Soviet Union, boarding boats that the pirates can easily outrun. With the 400 men and 10 boats at his disposal, Ali is supposed to safeguard activities on almost 1,000 kilometers of coastline. He opts to say nothing of the replacement parts that never turn up, the lack of fuel and the salaries that always arrive late. Ali knows what journalists want to hear. "Piracy is a scourge," he says. "But if we really want to get good at this, we need better radars for our boats, better training and real speedboats." And then he adds: "Instead of spending billions of dollars to deploy warships, the international community should invest in us. It would be a whole lot cheaper." **Source: Spiegel**



NAVY NEWS



The amphibious transport dock ship **USS San Antonio (LPD 17)** returns to Naval Station Norfolk after completing the second phase of a two-part series of sea trials. The sea trials evaluated shipboard systems and developed crew proficiency. **Photo : U.S. Navy**

Australia Selects U.S. Navy's MH-60R SEAHAWK® Helicopter for Air 9000 Phase 8 Program

The U.S. Navy announced the Commonwealth of Australia has selected the MH-60R SEAHAWK® helicopter to fulfill the Australian Defence Force's AIR 9000 Phase 8 requirement for a fleet of 24 new-generation, multi-role naval combat aircraft. The Commonwealth will acquire the helicopters with associated training and logistical support via the U.S. Government's Foreign Military Sales program.

"The companies that comprise Team Romeo are honored by the Commonwealth's choice of the MH-60R Romeo helicopter to protect Australia's maritime interests," said Mick Maurer, president of Sikorsky Military Systems. "We look

forward to collaborating with the Royal Australian Navy and local industry across Australia as we build and integrate these proven SEAHAWK aircraft.”

Team Romeo principals Sikorsky Aircraft Corp., a subsidiary of United Technologies Corp. and Lockheed Martin have co-developed and delivered maritime helicopters for the U.S. Navy for more than 35 years. They are teamed with engine manufacturer GE Aviation, sonar and sensor provider Raytheon Company, and training and simulator provider CAE for the Phase 8 competition. In addition to delivering Romeo helicopters, the team plans to bring long-term jobs and work opportunities to Australian industry valued at \$1.5 billion over 10 years.

“The MH-60R helicopter is a sophisticated sensor platform that has proven its ability to protect the U.S. fleet from submarines, ships and fast attack boats,” said Dan Spoor, Lockheed Martin Aviation Systems vice president. “We are committed to providing the Australian fleet with the same advanced capabilities, as the U.S. Navy continues its investment in the aircraft.” The Commonwealth of Australia this week signed the Letter of Acceptance, a formal agreement with the U.S. Navy. The Letter of Acceptance marks the first-ever purchase of the U.S. Navy’s MH-60R helicopter outside the United States. The Royal Australian Navy is expected to take delivery of the first two MH-60R helicopters in 2014. **Source: Lockheed Martin.**

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Navy Finds 'Aggressive' Corrosion on New Ship

The U.S. Navy has discovered “aggressive” corrosion in Austal Ltd. (ASB)’s first new combat ship designed for operating close to shore. The corrosion is in the propulsion areas of the **USS Independence**, the Littoral Combat Ship built by the Mobile, Alabama-based subsidiary of Australia’s Austal and General Dynamics Corp. (GD)

“This could be a very serious setback,” said Norman Polmar, an independent naval analyst and author in Alexandria, Virginia. “If the ship develops a serious flaw, you’re not going to continue producing them.” Permanent repair will require drydocking the ship and removing its “water jets,” a key component of the propulsion system, the Navy said in a written statement to congressional appropriations committees provided to Bloomberg News. Aluminum-hulled ships such as Austal’s tend to rust faster than steel-hulled ships, Polmar said. “But I’m surprised it happened so early,” he said. “This ship is brand new.” The corrosion discovery in a ship that was commissioned in January 2010 marks another blow to the Littoral Combat Ship program, planned to ultimately consist of 55 ships. In February, the Navy discovered another ship in the series, from another construction team, had a crack through the hull.

The Littoral Combat ships are designed to operate closer to shore than the rest of the Navy’s surface fleet. They would make up about 17 percent of the Navy’s planned 313-ship fleet. Missions include clearing mines, hunting submarines and providing humanitarian relief. The Navy in December awarded contracts for as many as 10 Littoral Combat ships to each of two teams of builders, led by Lockheed Martin Corp. (LMT) and Austal. Austal won a \$465 million contract that could reach as much as \$3.78 billion if all options are exercised, the Navy announcement said. Building all 55 ships will cost the Navy at least \$37.4 billion, according to a Pentagon report released in April. Officials were concerned about the potential for corrosion during construction of the ship because of “dissimilar metals,” particularly near the steel propulsion shafts, the Navy memo said.

Temporary repairs will allow the ship to operate safely in the interim, the Navy said. The Littoral Combat Ships are designed to last about 25 years. Each ship is expected to cost about \$36.6 million a year to operate and support. The Navy is buying two versions from two teams of builders. The other team consists of Bethesda, Maryland-based Lockheed and Marinette Marine Corp. of Marinette, Wisconsin. The first Lockheed ship developed a crack as long as six inches through its hull during sea trials in February, prompting a Navy investigation of the design. Calls to Austal and calls and e-mails to General Dynamics weren’t immediately returned. The Austal ship is now in Mayport, Florida, undergoing additional testing, the Navy said in its statement. A permanent repair of the existing corrosion damage would be conducted next year, the Navy said. The Navy statement did not provide an estimate of the cost of the repair work. **Source : Bloomberg**

U.S. Navy in South China Sea exercise with ASEAN

The U.S. Navy has begun with its annual Southeast Asia Cooperation and Training SEACAT exercise. The 2011 operation, which began Wednesday and runs through next Friday, is the 10th in the series of annual multilateral maritime operations. The Navy is operating in conjunction with ASEAN members the Philippines, Brunei, Indonesia, Malaysia, Singapore and Thailand, Radio Free Asia reported.

The geographical breadth of the operation is wide-ranging, including exercises in the Malacca Strait, Sulu and Celebes Seas. More than 50,000 vessels ply the 621-mile Malacca Strait each year, carrying half of the world's oil shipments carried by sea.

The SEACAT operation is intended to enhance maritime information-sharing and the regional coordination of maritime security responses. During the exercise, the navies involved in SEACAT will undertake drills to include tracking maritime vessels as well as boarding of U.S. civilian shipping simulating international merchant vessels suspected of engaging in maritime terrorist related activities.

Philippines navy spokesman Lt. Col. Omar Tonsay said that the operation is intended to enhance interoperability among the participating navies.

The operation is occurring amid rising tensions in the South China Sea, where China's increasingly assertive behavior over territorial waters claims has raised concerns with the Philippines, Brunei, Indonesia, Malaysia, Singapore and Thailand, as well as non-ASEAN members Kampuchea and Taiwan. The waters are essential for Chinese energy exports. A prominent Chinese shipping executive, speaking on background, said that by 2015 China will need nearly 150 Very Large Crude Carrier tankers to meet its energy needs.

VLCCs are the second-largest class of tankers, displacing 200,000-320,000 tons, and are capable of carrying 2 million barrels of oil. Tankers are second only to pipelines in terms of efficiency and the efficiency of large volume transport means that importing oil by tanker adds only 2-3 U.S. cents per gallon to cost. Virtually all VLCCs carrying crude oil to China pass through Southeast Asian waters using the Malacca Strait.

SEACAT 2011 exercise director Filipino navy Capt. Sebastian Pan said of the maritime operation, "This activity will involve surface, air, and special operations units in the conduct of surveillance, tracking, and boarding of the COI from the different participating navies within their respective maritime territories."

The United States and Philippines will participate in joint naval exercises following SEACAT until July 8 in the Sulu Sea, the eastern province of Palawan, which were planned before sovereignty disputes between the Philippines and China increased in the South China Sea. **Source : upi.com**

SHIPYARD NEWS



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The **OMVATI PREM** and **MSC IDIL** seen moored at the Yiu Liang Dockyards – Photo : Clemens Smits ©

Korea's DSME opens its North American plant in Nova Scotia, Canada

Korea-based Daewoo Shipbuilding & Marine Engineering (DSME) and the Premier of Nova Scotia, Canada, celebrated the grand opening of DSME Trenton Ltd. (DSTN) June 14, 2011. "We are very pleased with the results of our expansion into the North American market, and our strong partnership with the province," said DSTN CEO Nam-Ki Lee. "The progress we see here today underlines that we are well on our way to creating a renewable energy cluster in Nova Scotia."

Nova Scotia Premier Darrell Dexter and Mr. Nam officially started the company's production line at the Trenton, Nova Scotia, facility. DSTN's more than 100 workers are currently fulfilling orders for 30 towers. "Congratulations to everyone who has played a part in creating a world class manufacturing facility in DSTN," said Premier Dexter. "This investment is already creating the good jobs the province needs while showcasing Nova Scotia as a leader in renewable energy." The province secured a 49 per cent stake in the operation through investments made in 2010 to establish DSTN as a joint venture between the province and DSME. An additional \$10 million was invested by the Government of Canada. **Source: PR Newswire.**

HHI inks Hoegh order for LNG FSRUs

Hyundai Heavy Industries (HHI) has received a \$500 million order from Hoegh of Norway to build a pair of LNG floating storage regasification units (FSRUs). The 170,000m³ LNG FSRUs will have a length of 294m, a width of 46m and will have the capacity to store 70,000 tonnes of chilled natural gas. The newbuildings are scheduled to be delivered by the second half of 2013 and the first-half of 2014 respectively, and are planned to stay operational for 40 years. The contract also includes an option for two more similar LNG FSRUs.

The shipbuilder said it sees this contract as the beginning of the global LNG FSRU order trend and expects to win additional orders considering that more than ten LNG projects are underway in countries around the world including Brazil and Indonesia. So far this year, HHI has secured orders for 53 ships including LNG carriers, LPG carriers, shuttle tankers, and LNG FSRUs worth \$13.5 billion **Source : The Motorship**



The **HAVILA VENUS** seen off Stavanger – Photo : Philip Scott ©

Keppel FELS on track for on-time delivery of ENSCO 8504

Singapore's Keppel FELS shipyard reports that is on track to deliver **ENSCO 8504**, the fifth of seven ENSCO 8500 Series ultra-deepwater semisubmersible drilling rigs being built exclusively for Ensco plc. The proprietary ENSCO 8500 design can drilling in up to 8,500 feet of water, and can be upgraded to 10,000 feet water-depth capability if required. The design includes a 35,000 ft nominal rated drilling depth, six ram BOP, two million pound quad derrick, 8,000 tons of variable deck load and an open layout well suited for subsea completion activities. Improved visibility from the open deck configuration also enhances safety.

Keppel FELS expects to deliver the rig on time, within budget and with no lost time incidents. **ENSCO 8504** has been contracted to TOTAL E&P Deep Offshore Borneo B.V. for deployment in Brunei. The rig was named at Keppel FELS today by sponsor, Mrs. Maika Grosjean, in the presence of Guest-of-Honor, Mr. Teo Ser Luck, Singapore's Minister of State for Trade and Industry.

Mr. Daniel W. Rabun, Ensco's Chairman, President & CEO, said, "Our ENSCO 8500 Series rigs built by Keppel FELS have been very well received by the market. These ultra-deepwater rigs increase our offerings to customers including our newest, TOTAL in Brunei. "Keppel FELS has been a key partner for Ensco as we grew to become the world's second largest offshore drilling contractor. Over the years, we have entrusted Keppel with 11 jack-up rigs and seven semisubmersibles. They have been our partner of choice in providing high quality products in a safe and efficient manner, on time and within budget."

Mr. Tong Chong Heong, CEO of Keppel O&M, said, "We are pleased to support Ensco with their newbuilding programme as they grow their fleet of highly-capable rigs. Having built 14 rigs for Ensco including this latest semisubmersible, with four more on order, we have developed an understanding and trust that has enabled us to deliver successive projects more efficiently and in a safer manner.

"We work closely with our customers to provide innovative and cost-effective solutions for the market. Besides the remaining two ENSCO 8500 rigs, we also are constructing two ultra-premium harsh environment jackup rigs for Ensco modeled after our proprietary KFELS Super A Class design. We are committed to delivering these high-specification offshore rigs to the highest satisfaction of our faithful customer, Ensco." Source : MarineLog

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The **SAIPEM 7000** seen near Stavanger – Photo : Philips Scott ©

Diana Containerships Inc. announces the delivery of the Panamax container vessel, m/v Maersk Madrid

Diana Containerships Inc. a global shipping company specializing in owning and operating containerships, today announced that the Company has taken delivery on June 14, 2011 of a Panamax container vessel, the m/v "**Maersk Madrid**," a 1989-built vessel of 4,206 TEU capacity.

As previously announced, the Maersk Madrid is chartered to A.P. Moller-Maersk A/S for a period of minimum twenty-four (24) months plus or minus forty-five (45) days at a daily rate of U.S.\$21,450 less a 2.25% commission. The charterer has the option to employ the vessel for a further twelve (12) month period plus or minus forty-five (45) days, at a daily rate of U.S.\$25,000 less a 2.25% commission starting twenty-four (24) months after delivery of the vessel to

the charterer. The employment of the vessel is anticipated to generate approximately U.S.\$14.5 million of gross revenues for the minimum scheduled period of the charter. **Source: Diana Containerships Inc.**



The **PETER FABER** seen in Cape Town – Photo : Ian Shiffman ©

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New freight shuttle service begins

A new unaccompanied freight service has opened between Portsmouth International Port and Le Havre in response to growing demand. Operated by LD Lines, it provides an advantageous shuttle service for hauliers: trailers can be dropped at the departure port and shipped on the next available crossing.

Haulage companies save on 'man' hours as there is no waiting around. Trailers are simply dropped, shipped then collected at the other end. The service is available on LD Lines' **Norman Spirit**, which has just come out of an extensive refit and on-board refurbishment. The ship operates a year-round conventional ferry service at 2300 from Portsmouth International Port and 1700 from Le Havre.

Popular with tourist passengers and freight customers, the service has been carrying additional unaccompanied freight traffic on Monday to Friday crossings in both directions since 6 June. Initially five trailers are being transported on each sailing but this is expected to increase over the months ahead as demand increases. As well as hauliers, likely customers include companies transporting caravans and mobile homes. Portsmouth International Port is Britain's best-connected ferry port, offering more routes and better motorway links than any of its competitors. It is the closest UK port to London and Paris.

Le Havre offers easy access throughout Normandy and is two hours from Paris on the A13 motorway. Heading south, Lyon is six hours away and Marseille nine hours. Milan can be reached in ten hours, Geneva and Frankfurt in seven hours. A spokesman for LD Lines said: 'With the return to the Portsmouth – Le Havre service of the Norman Spirit offering increased capacity compared to the previous vessel, we are pleased to be again providing an unaccompanied trailer shipment service on the route and meeting customer demand'. A similar service ran until 2009. LD Lines is also running a high-speed ferry summer service on the Portsmouth – Le Havre route until 5 September with the [Norman Arrow](#), increasing car and passenger capacity and providing a crossing time of just three hours 15 minutes. **Source :** [portsmouth-port](#)



The [ELBTANK GERMANY](#) seen enroute Amsterdam – **Photo :** [Marcel Coster](#) ©

1,500 Bahamian jobs target for maritime sector

The Bahamian maritime industry's ability to support the creation of 1,500 new jobs and an entirely new revenue stream for financial services providers was proposed by a shipping industry executive. Chandler Sands, managing director of Campbell Shipping, called on the financial services sector to consider the opportunity that lies in offering consulting services to shipping companies, who are "struggling" to handle challenges their own industry has mastered, such as "risk assessment and reputational management".

He was addressing around 200 delegates at the Nassau Conference, at which financial services stakeholders gather to hear about trends, opportunities and challenges in the industry. Mr Sands said the shipping industry presents "certain risks which may not have been properly assessed", and this is where opportunity lies for financial services providers.

"For instance, if you are going to allow your ship to trade in the Indian Ocean, there are certain things you should have considered before you do that - a risk assessment. In finance and banking that's automatic, but we [the shipping industry] don't do it. We don't think about it until the pirate has the ship," Mr Sands said. "We're not that savvy because shipping was family oriented, so you have these closely-held family businesses, and all the advancements in other industries did not penetrate shipping, so we are just finding out we have all those challenges. "I think if we can uniquely do that, outsource that know-how through the financial services sector, it's a service the Bahamas Maritime Authority could be recommending to its members," added Mr Sands, who formed Campbell Shipping in 2009 after working for 25 years in the financial sector.

The executive described a hypothetical scenario in which his company's safety officer receives a phone call from the captain of one of their ships, telling him the ship is being fired on by pirates - perhaps the top threat to the shipping industry. How the safety officer would verify the authenticity of the call, respond and/or document the incident - or take steps to avoid it happening to begin with - were given as examples of areas where the shipping industry is deficient at present. Mr Sands said that at present Campbell Shipping Company, which provides professional ship management services, employs 25 onshore staff in Nassau, 12 shore-based staff in Mumbai, India, 40 Bahamian seafarers, 70 Phillipino seafarers and 650 Indian seafarers. He urged attendees to have their "sons and daughters

pursue careers as seafarers", as there are "as we speak, increasing numbers of opportunities for qualified Bahamian seafarers". "The challenge is qualifying the Bahamians," he said. In this regard, Mr Sands revealed that Campbell Shipping has plans in motion to set up a Maritime Academy that will allow Bahamians to obtain the necessary qualifications in this nation to take to the seas and develop careers in the maritime industry. "Our goal is to create 1,500 jobs for Bahamians over the next 15 years, mostly onboard international vessels. We want to train Bahamians and ask ship owners - everyone who has a ship which is registered under the Bahamas' flag - to have a Bahamian onboard. That automatically gives you 1,500 jobs," said Mr Sands, noting that "talks are underway with the Ship Owners Association" in this regard.

He added that once having obtained the relevant degree, a Bahamian could within 10 years become a "master" or captain of a large ship, earning a salary of around \$120,000 a year. Those fresh out of college with a four-year degree that entitles them to a Third Mate License can earn \$3,800 a month in today's employment market, he added. Mr Campbell said he supports BMA chairman Ian Fair's, recent call for the Bahamas to take strides towards the formation of a "maritime cluster" of maritime-related government and private sector entities. In a presentation to Rotary in May, Mr Fair called for greater harmonisation in the maritime sector by this means, suggesting that this could lead to "future growth and innovation" for both the industry and economy overall. "There are so many parallels as to Denmark's position in the EU and the Bahamas' position in Caribbean. Can we produce a similar framework? Sure we can," said Mr Sands. He suggested such a "cluster" would see greater cooperation between the BMA, ship management companies such as his own, local/inter island/international shipping companies, the port authority, Freeport Container Port, Grand Bahama Shipyard and the Bahamas financial services sector. **Source: Tribune 242**



Spotted in Rotterdam Waalhaven the **SMIT NIDA** (former **SMIT MERSEY**) homeported Klaipeda
Photo : Michel Kodde ©

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SBX announces 2D vessels contracts

SeaBird Exploration PLC is pleased to inform the following new 2D contracts awarded, SBX press release said. The **Aquila Explorer** has been awarded two LOI's for surveys of combined 4,600 line km in Indonesia for approximately two months work prior to her previously announced contract on 6th May. The vessel will now be working in direct continuation until mid September 2011. The **Hawk Explorer** after completing her scheduled dry-dock in Las Palmas will mobilize to Mediterranean Sea where she will commence a 1,500 line km survey until mid July 2011.

The combined contract values for these contracts are approximately USD 5 million. SeaBird Exploration PLC is a global provider of marine solutions for seabed acquisition of 3D/4C/4D multimode seismic data with OBN operations, marine 2D and 3D seismic data, and associated products and services to the oil and gas industry. SeaBird specializes in high quality operations within the high end of the source vessel and 2D market, as well as in the shallow water 2D/3D market. Main focus for the company is proprietary seismic surveys (contract seismic). Main success criteria for the company are an unrelenting focus on Health, Safety, Security, Environment and Quality (HSSEQ), combined with efficient collection of high quality seismic data. **Source : PortNews**



Mobilization crane barge by Neptune marine service for Zwagerman international b.v. above seen departing from hardinxveld to Amsterdam last weekend. **Photo : Corne van der Hilst ©**

Great Eastern Shipping sells a suezmax crude carrier

Mumbai based Great Eastern Shipping Company has just sold its 1989 built suezmax crude carrier '**Jag Lakshya**' of about 152,000 dwt. The company has already delivered the carrier to the buyer. With the delivery of this vessel, the company's current fleet stands at 34 vessels, comprising 26 tankers (nine crude carriers, 16 product carriers, and one LPG carrier), eight dry bulk carriers (one Capesize, two Kamsarmax, one Panamax, three Supramax and one Handymax) with an average age of 8.8 years aggregating 2.55 mn dwt. **Source : Indiatimes**

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MARITIME ARTIST CORNER



This is a watercolour of **Frank Haalmeijer**, when he was for lessons in painting with his father (1983). Frank's father ordered him to create a difficult drawing, when the former fruitcarrier **TOLOA** was in drydock in Rotterdam. The **TOLOA** was a twin-screw steamship for the trade of bananas between Central America to the Far East of Mediterranean range. Sometimes they visited Rotterdam for maintenance and loading fertilizers at the KEMIRA-plant in Rotterdam Botlek. **Watercolour : Capt. Frank Haalmeijer**

.... PHOTO OF THE DAY



Above seen the Damen Shipyard Gorinchem 2009 built **VALKYRIA** seen arriving in the port of Willemstad (Curacao)

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