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



The 2005 built Shoalbuster "Sound Provider", about to move off the jack-up barge "Sound Prospector" after dive works were successfully completed at monopile LS61 on the Lincs Wind Farm. Photo : Hans de Roo (c)

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Above seen 50nm East from Durban: **Svitzer London** transferring her towrigging to **Svitzer Singapore** who will continue towing **Espadarte** to Durban. **Svitzer London** will be making Port call at Durban for bunkers, provisions and crew change. **Photo : Maarten Raemakers ©**

Malta draws line at EU ship flag

Malta is making it clear it will not back any initiative to create an EU-wide shipping register or an EU flag and it will not allow Brussels to take the place of individual member states on the International Maritime Organisation. Malta's red

lines were drawn by Transport Minister Austin Gatt during a meeting of EU transport ministers in Luxembourg which discussed a White Paper on the future of transport in the EU, submitted by the Commission a few weeks ago. Malta has the second largest shipping register in the EU, making the island a leader in the area, so DrGatt indicated Malta will defend its position tooth and nail. He made sure to convey Malta's message that the EU should not attempt to interfere in its maritime issues.

"Let me make it clear, Malta will not support any attempt by the EU to gain membership of the IMO in substitution of member states," DrGatt told his colleagues. "Malta does not support the creation of an EU flag or of an EU register for shipping. We consider ships and aircraft as a matter of an extension of national sovereignty," he said. In its White Paper, the Commission proposed a number of initiatives in the transport sector aimed at creating a single European sector including rail, aviation and shipping. It also suggested that the EU should try to reduce transport-related emissions, particularly from shipping and aviation, by around 60 per cent by 2050. This latter proposal was deemed "unrealistic" by the majority of member states, including Malta.

Describing this target as "very ambitious", DrGatt said Malta would only be able to endorse this target if the EU considered it to be a milestone to be reached rather than "a prescribed obligation". He also warned that the EU should stop trying to take unilateral actions in this area as this would lead to loss of business for the EU and its member states. "Future policies aimed at an energy-efficient transport system must be based on the reality that transport, especially shipping and aviation, is an international business. "Any unilateral action taken by the EU, but not backed by international partners, only serves to condemn EU businesses," DrGatt warned. **Source: The Times**

MV "Lone" Performs SAL's Heaviest Lift Ever

8 Reactors for the RPLC Deep Conversion Project



The **LONE** seen loading in Muroran (Japan)

On its maiden voyage, the company's latest new building MV "**Lone**" performed SAL's heaviest lift ever. With its lifting capacity of 2 x 1,000ts SWL the vessel loaded 8 reactors weighing up to 1,719ts and measuring 45 x 8 x 8m.

As part of the RPLC Deep Conversion Project Phase II in Venezuela these massive reactors were manufactured in Japan. They are destined for the PDVSA Puerto La Cruz refinery in Venezuela where they facilitate the conversion of heavy and extra heavy crude oil into high quality refined fuel products. The project was awarded to SAL by the Dutch heavy lift specialist Mammoet Logistics BV.

On its voyage, the MV "**Lone**" first called the Japanese port of Higashi Harima where 2 hydrocracking reactors were loaded and continued on to Muroran to take 6 further hydrotreating reactors on board. From Muroran the vessel sailed through the Panama Canal directly on to the port of Chaguaramas in Trinidad where the reactors are temporarily stored before being carried to their final destination of Puerto La Cruz in Venezuela. After careful preparation, the reactors were discharged in record time: the heaviest reactor of 1,719ts was set ashore in only 2.5 hours. The speed and performance of the loading and discharging operation resulted from a successful interplay between extensive preplanning by the joint team of SAL and Mammoet, the highly skilled and experienced crew, and the state-of-the-art

lifting equipment on board. The human expertise of the SAL crew was accompanied by the necessary infrastructure on board the MV **"Lone"**: a lifting arrangement of 40ts and shackles weighing about 4ts – equaling the weight of 2 passenger cars. With this job, the vessel almost fully exploited its unrivalled lifting capacity only weeks after being introduced into the market. From Trinidad, the reactors will eventually be brought to Venezuela by barge.



And seen moored in Chaguaramas in Trinidad where the reactors are temporarily stored

Together with its sister vessel, SAL's MV **"Svenja"**, the MV **"Lone"** is one of the two largest heavy-lift vessels in the world. It has a lifting capacity of 2,000ts, a speed of 20 knots and the Dynamic Positioning System DP2. With these features, the MV **"Lone"** has all the necessary elements for undertaking highly complex projects for the oil and gas industry as well as for the offshore sector. Apart from its high performance, the MV **"Lone"** also possesses an Environmental Passport, which means it meets the highest environmental standards. It is also ISO 14001 and OHSAS 18001 HSE certified. The heavy lifter measures 160.5 metres in length and 27.5 metres in width, and has a loading capacity of 11,000ts and 40,000 cubic metres (freight volume).



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Somali Pirates Tap into Sophisticated Navigation

Over the past few years, Somali pirates have been hijacking merchant vessels off the coast of Somalia in deep and dreadful waters, where risky and complicated operations left them significantly damaging international sea routes. Their mode of operation has not been a simple venture without them tapping into a formidable technical and maritime sophistication that forms the foundation of the rash of hijackings witnessed in the Indian Ocean as well as along the Arabian Peninsula.

"The most important thing for Somali pirates is getting relevant information regarding merchant vessels that they wish to hijack. But this does not come easily without the use of certain technologies," Andrew Mwangura, coordinator of the East African Seafarers Assistance Program told OnIslam.net. "What they must know includes information on the value of vessels, the value of the goods and the number of crew members." A very good source of information is crucial to maneuver the cavernous coast and a reliable means of gathering facts and figures constitute a big portion of the process that results in a successful attack. But this flow of useful information that boosts the booming piracy business usually does not come easily and at the right time. The remedy, however, maritime experts say, is using a complex combination of old communication systems, modern navigational technologies and pirates-styled Somali encryption techniques.

To intercept a merchant vessel, maritime officials say one needs a coordinated attack where information is processed from a central point before it is disbursed for action into the subterranean sea. The nerve center of piracy is somewhere in southern Somalia, along the shore of the Indian Ocean. The remote port of Eyl has been an important control center for the first few years of piracy. These days' pirates have setup satellite centers since they are escaping from western warships. Their command center is as mobile as their 'nomadic' lifestyle. The gangs, who pursue vessels in the sea, usually work on a tip-off from a strategic point where top comrades relay messages to their ranks and files. "They use navigational technologies in their daily operation. This involves a combination of technologies, most important they use satellite cell phones for long range communications," says Mwangura who is also a maritime editor with Somalia Report, an online portal for Somalia news.

Back to the pirates' dens in volatile south of troubled Somalia, ex-fishermen, ex-militias and computer wizards are tapping into contemporary technologies as increasing annual ransom means more piracy investments. It is from these informal centers in Somalia's parched and bare coast, where satellite phones, Global Positioning System (GPS), and VHF radios are used as navigational aids to spot and identify potential preys. Peter Lehr, a lecturer in terrorism studies at Scotland's University of St. Andrews, recently stated that, "It is undeniable that Somali pirates are getting more sophisticated. In previous years they mainly preyed on local fishing inshore vessels not far off the coast, attacking them and robbing their crew rather at 'knife point' than at gun point." "The returns obviously have been invested into more sophisticated equipment, that is automatic weapons including RPGs, satellite phones, navigation gear, and fast fiberglass boats nicknamed Volvos because of their high powered engines." Recent studies have proved that the technology in use by the Somali buccaneers is one that matches many of genuine coastguards over the world. On November 15, 2008, Somali pirates conducted one of their brazen attacks against merchant vessels sailing through the massive international waters off the Somali Coast. They attacked a 330-meter crude oil carrier, a Saudi supertanker which is capable of carrying a quarter of the kingdom's vast daily oil output and is by far one of the few large ships ever to be hijacked. During the successful raid, a group of Somali pirates boarded the Sirius Star supertanker from a position approximately 420 nautical miles off the coast of Somalia. The raid against the supertanker was coordinated from an anchorage off Eyl, a northeastern Somali port town that is considered the hub of Somali pirates. "This was an attack that for the first time stunned the world; it was a testimony to the growing piracy business," said one maritime expert who declined to be named because he is not authorized to talk to the press. "The [Sirius Star](#) hijack then yielded one of the biggest ransoms for the pirates who got US\$4 million for a job well coordinated. It is not right to say that Somali pirates lack necessary communication skills; it obviously needs a modern technology to seize vessels like this type." In 2010, after a successful attack, pirates received their highest ransom payment yet - US\$9.5 million for the release of Samho Dream, a South Korean oil supertanker they hijacked in the Indian Ocean in early April of that year. Millions of US dollars paid in ransom have helped gangs to invest in high-tech equipment for higher level of operations which gradually enables pirates to widen their range of targets from small fishing vessels to international merchant ships sailing in far-away waters off the coast of Somalia.

Over the past few years, pirates invested in speedboats with long range radios and satellite navigation systems. According to the European Union Naval Force (EU NAVFOR), an anti-piracy initiative launched in 2008, Somali pirates have started operating from seized mother ships to conduct more bold raids. "The new tactics pirates have adopted is

the use of mother ships to carry out sophisticated attacks from far away places,” said Commodore Silvestre Correia, EU NAVFOR force Commander. In recent months the use of mother ships, which have access to radar facilities, have tremendously improved intelligence gathering of the pirates. “It is through these mother ships that successful pirates receive intelligence information regarding vessel direction, capacity, cargo, crew and defenses mechanisms,” says Mwangura. According to Idarat Maritime Limited, an international company established to provide systemic and resilient solutions to the problems faced by shipping lines, Somali pirates now have the capability to track and locate big trading ships at sea.

“The most likely means by which they are tracking their targets is the Automated Identification System (AIS). Since 2004 AIS has been mandatory for vessels over 300 tons,” Idarat says in a report posted on the company’s website entitled “New Tactics & Equipment in the Somali Pirates’ Campaign.” “AIS broadcasts information about each ship, including its name, position, course, speed and destination. Ships in the area receive this information and can track each vessel in their vicinity.” Idarat understands that the investment in piracy operations is more than enough to put a number of mother ships into the sea, approximately 40 nautical miles apart. “Any vessel crossing this line would then be identified and followed, and the track ship would be unaware of the threat.” As pirates face the ongoing war against western warships stationed particularly in the Gulf of Aden, their coping strategies have changed to allow them to use automatic tracking devices to spot and trail targets. Somali pirates have also invested in manpower. They have translators who interpret the bulk of information that filters in through the automatic tracking devices. These men though not involved in the actual hijacking, decipher and break down information for the team. The ‘foot soldiers’ are given instructions that most often turn out to be successful. The men who call themselves Somali Coast guards also invest time on the World Wide Web tracking and gathering vital information. For example, the pirate financiers visit the Maritime Bureau Website to check what strategies have been put in place to curtail their activities. They in turn feed the gang. “We have read and came up with solutions to the Best Management Practices that are meant for ship masters to escape our trap. Whatever they come up with we will have a solution. It’s just like Medicine, when a disease crops up, doctors come up with a solution and we are the doctors in this case,” said Mohamed Hassan Abdi “Afweyne”, the founder of the Somali Piracy Network. According to the International Maritime Bureau’s global piracy report, 97 attacks were recorded in the first quarter of 2011, up from 35 in the same period last year. This in part is due to the fact the pirates are well equipped and more coordinated in their operations. A recent report by the London-based think tank Chatham House says that sea piracy costs the global economy between US\$7 and 12 billion annually of which the Somali pirates are responsible for 95 percent. Maritime officials believe that piracy is not only problematic for the carriers, but it’s also becoming a geopolitical problem. Ecoterra International, a group that monitors piracy attacks, says at least 43 foreign vessels and 698 hostages are currently in the hands of Somali pirates. **Source:** Onislam



The **STOLT TOPAZ** seen enroute Rotterdam – **Photo : Margriet Teerling ©**

Cell phone usage plays role in deadly accident, says NTSB

"The deadliness of distraction" was at the heart of a collision last year between a "duck" tourboat and a sludge barge, according to an investigation conducted by the U.S. National Transportation Safety Board. The accident on July 7, 2010 on the Delaware River near Philadelphia, Pa., left two passengers dead and 27 others injured.

The NTSB investigators say the mate operating the tug was distracted by repeated use of his cell phone and lap top. Further, rather than being in the upper wheel house as expected, the mate was navigating from its lower wheel house where visibility of the channel ahead was limited.

"This is yet another example of the deadliness of distractions," said NTSB Chairman Deborah A. P. Hersman. "Distraction is a safety concern across all modes of transportation. Regardless of the reason, it's not okay to multi-task while operating a vehicle - whether it's calling, texting, or surfing the web."

The accident, which occurred at about 2:37 pm, involved the 250-foot sludge barge *The Resource*, that was being towed by the 79-foot tugboat *Caribbean Sea*. The vessels were operated by K-Sea Transportation Partners, LP. The barge collided with the amphibious passenger boat *DUKW 34*, which was anchored in the channel and sank in 55 feet of water. There were 35 passengers and two crew members onboard the *DUKW 34* and five crew members onboard the *Caribbean Sea*. Two *DUKW 34* passengers were killed; 26 passengers and one crewmember suffered minor injuries. No one on board the *Caribbean Sea* was injured. *DUKW 34* was anchored in the channel because of an overheated engine, according to the NTSB. Further, NTSB investigators found that while duck boat owner Ride The Ducks International, LLC, had written procedures for safe operational practices and emergency situations, the master of *DUKW 34* did not take all actions appropriate to address the risk of anchoring in an active navigation channel. The NTSB determined these omissions contributed to the accident.

The NTSB issued recommendations to both Ride The Ducks International, LLC, and K-Sea Transportation Partners L.P., to review its management program and develop improved means to ensure that the company's safety and emergency procedures are adhered to by all employees. The largest amphibious tour boat operator in the U.S., Ride the Ducks International, headquartered in Norcross, Ga., carries some 1.2 million annually with its fleet of 90 boats in operations around the country. The NTSB also issued recommendations to the U.S. Coast Guard to increase its focus on and oversight of inappropriate use of cell phones and other wireless electronic devices by on-duty crewmembers so that such use does not affect vessel operational safety. Additionally, the NTSB issued a recommendation to the American Waterways Operators to encourage its members to ensure that their safety and emergency procedures are understood and adhered to by their employees in safety-critical positions. **Source : MarineLog**



The Damen built **BEAUMARE** visited Brest – **Photo : Jacques Carney ©**

US hits Iranian shipping with sanctions

The US Treasury targeted companies and individuals affiliated with Iran's national shipping line Monday with measures to isolate them from US finance and commerce. In slapping sanctions on 10 shipping companies and three individuals linked to the Islamic Republic of Iran Shipping Lines, the Treasury said it was "responding to Iran's continued efforts to evade sanctions and its ongoing creation and use of new front companies, subsidiaries and affiliates to protect IRISL and to advance its proliferation activities." The measures targeted IRISL's operations in Britain, China, Singapore and the United Arab Emirates. "As the private sector around the world increasingly turns its back on Iran's national shipping line, IRISL's efforts to evade international sanctions and increased scrutiny have grown more and more desperate," Adam Szubin, director of Treasury's Office of Foreign Assets Control, said in a statement. "The persistent attempts by IRISL to deceived the world, including through the front companies identified today, attest to the weakness of IRISL as it tries to maintain a semblance of legitimacy while supporting Iran's proliferation activities."

UAE-based firms Pacific Shipping, Great Ocean Shipping Services, Azores Shipping, Atlantic Intermodal, Crystal Shipping and Pearl Shipping were among the designated companies. Also singled out for Treasury action were IRISL and Asia Marine Network's agent in Singapore, Sinose Maritime, Singapore-based Leading Maritime, IRISL's regional China office Santex Lines and Fairway Shipping, a shipping company in Britain. Asia Marine Network's managing director Alireza Ghezel Ayagh, who heads up Leading Maritime, and top IRISL managers and executives Mohammad Moghaddami Fard and Ahmad Tafazoli were designated as well. Treasury designated IRISL in September 2008 for providing logistical services to Iran's Ministry of Defense and Armed Forces Logistics, which oversees the country's ballistic missile program. In a coordinated move, Manhattan District Attorney Cyrus Vance unveiled a 317-count indictment of 11 companies and five individuals for their roles in a conspiracy that involves IRISL and its affiliates to evade sanctions. He said the defendants had falsified bank records to access the US financial system. "IRISL and its sanctioned affiliates used a web of aliases or corporate alter egos across the globe to exploit the services of financial institutions located in Manhattan," Vance said. "New York remains the number one target of terrorist organizations around the world, and today's joint action will make it more difficult for Iran, a state sponsor of terrorism." The United States, Israel and other Western powers are at loggerheads with Iran over its controversial nuclear program, which the West suspects is aimed at acquiring a nuclear weapons capability, a charge Iran strongly denies. **Source : Breitbard**



Above seen the **YME platform (MOPU)** in the Amoyfjord / Stavanger-Norway standby for installation. (Waiting for weather) **Normand Prosper** connected to the bow (lead tug) and picture is taken from the **Far Sapphire** connected to the stern. - **Photo : Marco Wehrmann – Tow master SBM Offshore/ALP Maritime Services BV ©**



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Grounded ship attracts crowds in Mumbai

While efforts to tow away grounded cargo ship **MV Wisdom** were suspended for a fortnight, thousands of people gathered at Mumbai's Juhu beach on Sunday evening to get a glimpse of the ship. While most were busy enjoying getting a view of the massive 9,000-tonne scrap ship, life-guards at the beach had a busy day as at least three children strayed away from their parents and nearly drowned in the sea.

"We have saved three to four kids from drowning today (Sunday). They must have been involved in watching the ship and strayed in deep waters," a life-guard said. The traffic situation in the two km stretch near the beach was almost out of control. "It took us more than an hour to rush these kids at the nearby hospital for treatment, which otherwise takes only 10 minutes," he added. Several people complained of the traffic moving at a snail's pace. "It took me more than two hours on my motorbike to get away from the two km stretch leading to the beach," said Tushar Parikh, who visited the beach in the evening.

"I had to walk the entire stretch as there was no scope for me to hire an autorickshaw," said another visitor, Vikas Sahni. Stall owners at the beach did brisk business. "The kind of crowd that I saw on the beach today (Sunday) is almost 10 times more than on a normal weekend," said a stall owner. "Since the week the ship has been grounded here, evenings at the beach have seen many more people than usual," he added. Salvage efforts to tow away the cargo ship were suspended Sunday till the next spring tide owing to operational constraints, a Directorate General of

Shipping official said. The vessel went adrift June 11 from its tug that was towing it from Colombo to Alang in Gujarat, where it was to be broken down as scrap. It is now grounded around five km southwest of Juhu beach. "Due to engine trouble in the lead tug, there were operational constraints in taking up salvage efforts last Sunday," the official said. "The efforts are therefore abandoned till next spring tide after a fortnight, when attempts to refloat the vessel will be made afresh. There is no apprehension of any oil or cargo-related pollution," he added. **Source : siasat**



The **LADY NOLA** seen leaving outbound the IJmuiden locks – **Photo : Marcel Coster ©**



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Grounded Wisdom: Tug vessel crew detained

The Yellow Gate police have detained 15 crew members of Minerva Maritime of Athens for negligence. Minerva was responsible for tugging **MV Wisdom**, now grounded at Juhu beach, from Colombo to Alang in Gujarat. Six crew members, including the captain of Minerva, are likely to be arrested. The 9,000-tonne **MV Wisdom** has now become a headache of sorts for the Coast Guard and directorate general of shipping (DGS). "Minerva was given the contract to drag Wisdom from Colombo to the Alang ship breaking yard. However, the rope they were using snapped near Mumbai due to rough weather and high tide. We brought the all the 15 members of the crew to the police station and

their statements are being recorded. Once we complete this process, we will arrest those responsible for the incident," said an inspector. Commissioned in 1985, the Singapore-owned container vessel is owned by Al United Maritime Business Pvt Ltd. The Minerva crew comprises two Ukrainians, two Greeks and 11 from Ghana.

"The crew members of the decommissioned merchant vessel say that they had informed the Coast Guard and sought help from the Mumbai Port Trust authorities. However, the MbPT officials claim that they didn't do so as there was no prior intimation. Moreover, the MbPT does not provide help to dead vessels," said an officer. [MV Wisdom](#) had sparked panic as it had first approached the Bandra-Worli sea link. However, it later moved toward Juhu beach, where it ran aground.

A team of Coast Guard inspected the stranded ship to assess the damage and think of ways it could be removed from the beach. This, they said, could take some time. If the damage is minimal, they could try to tow the ship during high tide. The Coast Guard may even consider dismantling parts of the ship to reduce the weight and ease the process of towing it. Experts opined that one of the options could be to dismantle the ship on the spot. But environmentalists fear that this could prove hazardous. Breaking a ship is a tough job which requires heavy cutting equipment and other infrastructure. **Source : Indiatimes**

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STAGIARE VERMIST VAN ALASKABORG



Photo : H.Blomvliet ©

Een 20-jarige scholier van het ROC in Den Helder wordt sinds het weekeinde vermist op de Atlantische Oceaan. Hij kwam niet opdagen toen hij zaterdagochtend wacht moest lopen aan boord van het schip [Alaskaborg](#) van rederij Wagenborg, dat toen in de buurt van het Canadese Newfoundland voer. De rederij denkt dat de stagiair 's nachts overboord is gevallen. 'Hij was in ieder geval niet meer aan boord', aldus een zegsman van de rederij dinsdag. Er bleek geen reddingsvest te zijn gebruikt. De [Alaskaborg](#) was onderweg van Canada naar Engeland, maar maakte direct rechtsomkeert om de scholier op te sporen. Zeven schepen en vliegtuigen van de Canadese kustwacht hielpen mee met zoeken. De grootschalige zoekactie op zee, die 15 uur duurde, leverde geen resultaat op. Het zeewater heeft een temperatuur van 6 graden Celsius. De rederij weet niet wat er precies is gebeurd. De hut van de stagiair bleek zaterdagochtend onbeslagen te zijn. Hij liep sinds maart stage aan boord van het schip. Waar de scholier vandaan komt, is niet bekendgemaakt.



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NAVY NEWS

India to get Nerpa Akula-II N-submarine this year

India would receive its first new generation Nerpa Akula-II class nuclear attack submarine, which is undergoing sea trials in Russia, by the end of this year, a top Russian official has said. "The **Nerpa** will be handed over to the Indian Navy on lease by the end of this year," Director of Federal Service for Military-Technical Cooperation (FSVTS) Mikhail Dmitriyev was quoted as saying by Interfax news agency.

"Currently the submarine is undergoing sea trials, where the Indian crew is checking the functioning of its all systems and mechanism and are honing their skill for operating the vessel," said the official dealing in foreign military cooperation. Under a \$ 650 million confidential deal, part of the aircraft carrier '**Admiral Gorshkov**' package, Russia is to give India the Nerpa on a 10-year lease, to be inducted as **INS Chakra**.

The Soviet-designed Shchuka B (Pike), NATO codenamed Akula-II, is claimed to be Russia's 'quietest' submarine avoiding detection by enemy sonars. The Nerpa was to join the Indian Navy as early as 2008. However, an accident in November 2008 delayed the induction of the submarine. During the sailing trials in the Sea of Japan, 20 people sleeping in the sailors compartment were killed by the deadly mixture of Freon gas due to the unauthorised manipulation of automatic fire extinguishing system.

It led to delay in the formal induction of the submarine by the Russian Navy for subsequent lease to the Indian Navy. A court of inquiry had established that a cheaper lethal mixture of Freon was filled in the system, which instantly killed the sailors and technical staff of the shipyard. Had there been normal more expensive Freon gas in the system, the crew would have enough time to put on gas masks and safely leave the sleeping compartment, the probe had revealed. **Source : Press Trust Of India**

First China aircraft carrier sea trial 'next week'

China's first aircraft carrier—a remodelled Soviet-era vessel—will go on sea trials next week, a report said Tuesday, amid escalating tensions in the West Philippine Sea (South China Sea). China's top military official reportedly confirmed earlier this month that Beijing is building a huge aircraft carrier, the first acknowledgement of the ship's existence from China's secretive defense program.

On Tuesday, the Hong Kong Commercial Daily, which broke the story of the vessel's confirmation, quoted unnamed military sources saying the carrier will go on sea trials on July 1 but will not be officially launched until October. The sources said the test has been expedited in view of rising tensions in the South China Sea—home to two potentially oil-rich archipelagos, the Paracels and Spratlys—in recent weeks. China's military "hopes it will show the strength of the

Chinese maritime forces to deter other nations which are eyeing the South China Sea in order to calm tensions,” the sources said.

They added that the sea trial date was also picked to mark the 90th anniversary of the Chinese Communist Party, but noted that factors such as weather could affect the planned test run. China's military did not immediately respond to an Agence France-Presse request for comment. Tensions between Beijing and other rival claimants to the strategically vital West Philippine Sea have heightened recently. The Philippines and Vietnam in particular have expressed alarm at what they say are increasingly aggressive actions by China in the disputed waters, but Beijing has insisted it is committed to resolving the issue peacefully. Chinese officials have previously said its first aircraft carrier would not



pose a threat to other nations, in accordance with Beijing's defensive military strategy. The Chinese aircraft carrier plan was confirmed when the chief of the General Staff of the People's Liberation Army, Chen Bingde confirmed the ship's existence in an interview with the Hong Kong paper.

He said the 300 meter (990-foot) former Soviet carrier, originally called the **Varyag**, was being overhauled. The ship is currently based in the northeast port of Dalian. An expert on China's military has reportedly said the carrier would be used for training and as a model for a future indigenously-built ship. The **Varyag** was originally built for the Soviet navy but construction was interrupted by the collapse of the Soviet Union in 1991. The PLA—the largest army in the world—is hugely secretive about its defense programs, which benefit from a large military budget boosted by the nation's runaway economic growth. **Source : Inquirer**

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W3G Marine Ltd and IHC Merwede work together on the design of an Offshore Wind Turbine Installation Ship (OWTIS)

W3G Marine (W3GM) and IHC Merwede have agreed to collaborate on the development of W3GM's patented design for an offshore wind turbine installation ship (OWTIS). The OWTIS concept has major advantages over existing assets, not least in its ability to improve offshore safety by necessitating fewer tasks to be performed offshore. It is

environmentally friendly - as it has no contact with the seabed – and able to operate in harsh weather and deploy large loads. The OWTIS concept is not limited by water depth and is readily transferable to the oil and gas heavy-lift market. The purpose-designed OWTIS will be equipped with a unique 1,500-tonne crane, which when used in conjunction with the patented lift system, will enable fully assembled wind turbines to be installed in one lift onto pre-installed foundations. This new industry changing vessel will reduce the cost of installing offshore wind turbines (and foundations) by at least one third compared to current methods.

W3GM and IHC Merwede are committed to completing the engineering design phase by the end of November 2011. This will allow a vessel to be delivered by the end of 2013, making it available for the 2014 season. IHC Merwede is the global market leader for efficient dredging and mining vessels and equipment – with vast experience accumulated over decades – and a reliable supplier of complex integrated ships and supplies for offshore construction. The company has an excellent record of delivering on time and to a fixed price. IHC Merwede has committed significant internal resources to jointly complete the design with W3GM, and as a result the ship will be built in one of IHC Merwede's shipyards.

W3GM is based in Aberdeen, Scotland and was founded by three engineers from the offshore construction industry. They have a successful track record of developing, building and operating offshore construction vessels. IHC Merwede's President Govert Hamers says, "This vessel will set a new standard for productivity in the offshore wind turbine installation market and is an example of the cooperation between W3GM's design and IHC Merwede's integrated service teams. This will provide the platform to develop a world- beating offshore construction asset."

W3GM's CEO Alan West says, "The OWTIS developed by W3G Marine will bring an industry changing initiative to the way offshore wind turbines are installed. This will be achieved through the application of innovative design and operational expertise to significantly improve safety, minimise environmental impact, work in harsher weather and deeper waters, and reduce installation costs by at least one third." IHC Merwede and W3GM expect that OWTIS will be the first of a series of vessels to enable the burgeoning offshore wind industry to meet the economic targets for round three of offshore wind farm development in the UK and other similar projects in Europe.



The FSO **KAKAP NATUNA** seen moored in Batam (Indonesia) – Photo : Piet Sinke ©

Zaliv Shipyard secures two PSVs contract from Bergen Group

Ukrainian Zaliv Shipyard announced it had entered into agreement with the shipbuilding holding Bergen Group BMV (Norway) on the construction of two platform supply vessels, Ukranews reported quoting the shipbuilder's press service. The vessels are scheduled for delivery by July 2012.

The contract was signed in Lillestrøm (Norway) at the Nor-Shipping 2011, an international exhibition of shipbuilding, ship repair and sea borne shipping, held from 24 to 27 May. Kerch-based Zaliv Shipyard (Crimea, Ukraine) is part of the group of AvtoKRAZ's affiliated companies. Zaliv Shipyard specializes in the construction of tankers and container ships, repairs ships of various tonnage and destination. **Source : PortNews**

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The **SMIT LLOYD 27** seen anchored close to the grounded **AL RAWDAH** at the Batu Berhanti reef off Batam

Photo : Piet Sinke (c)

U.K. South Hook LNG Terminal to Get Cargo June 29, Port Says

The U.K.'s South Hook terminal will receive a shipment of liquefied natural gas next week, according to the Milford Haven Port Authority website. The **Al Lijmiliya** is due to arrive at the terminal in south Wales at 1:00 a.m. local time on June 29. The ship can carry 258,019 cubic meters of LNG, AISLive data on Bloomberg show. Exxon Mobil Corp. owns about 24 percent of South Hook LNG Terminal Co. Qatar Petroleum holds almost 69 percent, and Total SA owns the rest. **Source: Bloomberg**

More LNG tankers for Russian Arctic

Russia's biggest shipping company Sovcomflot has signed agreements on the construction and leasing of LNG tankers both for the Yamal Peninsula and the Shtokman project. During the Sankt Petersburg Economic Forum last week, Sovcomflot signed agreements with both Gazprom and the Vneshekonombank on LNG tankers for the Arctic.

The agreement with Gazprom subsidiary Gazprom Global LNG Limited includes the lease of two top moder vessels type Atlanticmax over a 15 year period. The vessels which have a total capacity of 170,000 cubic meters will serve the Sakhalin-2 project and later the Shtokman project, Gazprom informs in a press release. **Source : BarentsObserver**



The **GLAS DOWR** seen leaving Sembawang Shipyard in Singapore – **Photo : Kees van Beveren (c)**

Farstad orders two AHTS's at STX OSV



Norway's Farstad Shipping ASA has, through its wholly owned subsidiary Farstad Supply AS, reached an agreement with STX OSV AS to build two Anchor Handling / Offshore Service vessels (AHTS) of the type UT 731 CD. Contract value is approx. NOK 1.2 billion.

The vessels are designed by Rolls Royce Marine with a total length of 87.4 meters and breadth of 21.0 meters. Bollard pull will be approx. 260 tons and installed power is approx. 24 000 BHP. The vessels will be built according to DNV's strictest environmental class - "Clean Design" - and will be arranged

for safe and efficient deepwater operations. The newbuilds are of the same design as four previously delivered by STX OSV to Farstad during 2009-2010.

The steel hulls will be built in Romania and outfitting yard will be the STX OSV Langsten shipyard in Tomrefjord, Norway. Delivery of the vessels will be April and June 2013 respectively. These newbuilds are part of Farstad's fleet

renewal and focus on the segment for deepwater activities. With this latest order Farstad will have 8 vessels under construction at a contract value of NOK 3.2 billion. **Source : MarineLog**



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Jumbo Javelin seen loading a "Riser Gantry Crane" at Kaohsiung on June 20 - destination DSME Shipyard Okpo, equipment for newbuild drilling ship. As can be seen - dimensions of the crane almost at the lifting height limitations of the **Jumbo Javelin** - but all went according to plans. **Photo : Borge Fogh (c)**

KOTC takes delivery of giant oil tanker from DSME

Kuwait Oil Tanker Co. (KOTC) announced it had received a giant tanker from Daewoo Shipbuilding and Marine Engineering Co., Kuwait News Agency reported. The tanker, named **Al-Salmi**, can carry up to 1.2 million barrels of oil, according to a press release issued by KOTC. A grand ceremony was held here to mark the commissioning of the tanker which pushed the KOTC's fleet to 23 tankers. Addressing the ceremony, KOTC Chairman Nabil Bourisly said the tanker joined KOTC fleet as part of "our continuous efforts to modernize the fleet." The delivery is based on a contract signed by Bourisly and President and CEO of Daewoo Shipbuilding and Marine Engineering Co. Sang-Tae Nam on Koji Island, South Korea on August 21, 2008.

"This is the third very-large crude carrier (VLCC) tanker received by the Kuwaiti company under the first phase of the contract, a fourth one of the same type is expected to be received in September, 2011," Bourisly said. The second phase of the contract aims to build two other tankers for carrying oil byproducts; the vessels being built by the South Korean company will be commissioned in January and March, 2012, he revealed. He noted that the environment-friendly and fuel-effective VLCC tanker is 330 meters long and 60 m wide with a speed amounting to 16.2 nautical miles an hour. The first such vessel, received on October 28, 2010, and named Dar Salwa, was selected last December as "the ideal vessel" by internationally-renowned agencies such as the Marine Log and Maritime Reporter. "KOTC started the first stage of the fleet modernization program in 2002, 16 years ahead of the average expiry date of the tankers, he went on to say. "The second stage, starting from 2008, expanded the carrying capacity of the fleet to 2.5 million tons of oil a year," he noted. The modernization program aims to meet the targets of the strategy of Kuwait Petroleum Corporation (KPC) for 2030, Bourisly added. Founded in April 1957, by a group of Kuwaiti pioneer investors, KOTC became the major source of energy for the world as demand increased steadily. In 1976, the Kuwaiti government decided to become a partner to KOTC with a 49 percent stake in the capital of the company, thus providing a strong and vital boost to its development. **Source : PortNews**



The **EVINCO** seen enroute Rotterdam – **Photo : Henk van der Heijden (c)**

MSC adds call to Mediterranean-US rotation

Mediterranean Shipping Co. is adding a call at the Italian port of Leghorn to its weekly MEDUSA service between the Mediterranean and the U.S. East Coast, the Journal of Commerce reported. The first call by an MSC ship will be the **MSC Monterey**, which will start loading in Boston on June 24 and arrive in Leghorn on July 19.

The revised eastbound rotation of the MEDUSA service will be: Boston, New York, Baltimore, Norfolk, Savannah, Charleston, Valencia, Gioia Tauro, Naples, Leghorn, La Spezia, Valencia, Sines, and back to Boston. Geneva-headquartered Mediterranean Shipping Company S.A. (MSC) was founded in 1970. Now it is the world's second shipping line in terms of container vessel capacity. MSC's fleet, which operates in all major ports of the world, comprises 444 vessels and has a capacity of 1,925,000 TEUs. **Source : PortNews**

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Nord Stream announces completion of underwater works phase

All three sections of the first of Nord Stream's twin 1,224 kilometre natural gas pipelines have now been joined together underwater by hyperbaric tie-ins, Nord Stream press release said. The completed pipeline through the Baltic Sea will now be prepared for connection to the landfalls in Russia and Germany later in the summer, the Company said.

The connection by hyperbaric tie-in of these three pipeline sections was successfully carried out at the two offshore locations. The connection of the Gulf of Finland and central sections took place off the coast of Finland at a sea depth of approximately 80 metres, and the connection of the central and south western sections off the Swedish island of Gotland at a depth of approximately 110 metres. Each of the two "tie-ins" was carried out in an underwater welding habitat and was remotely controlled from a diving support vessel, the Technip Skandi Arctic.

The specialised subsea equipment used to perform the tie-ins was provided by the PRS (Pipeline Repair System) pool, a pool of pipeline operators administrated by Statoil. The construction work was supported by teams of divers, who were present at all times to ensure that the equipment was correctly positioned and operated subsea.

Nord Stream's twin pipelines each consist of 101,000 12-metre long 48-inch diameter concrete-weight coated steel pipes each weighing about 23 tonnes. The pipes of the first line were welded together on board special pipelay vessels and laid on the seabed along a precisely defined route which had been agreed with the authorities of the five countries through whose waters the pipeline passes: Russia, Finland, Sweden, Denmark and Germany. The two main pipelay vessels used for the first line, Saipem's **Castoro Sei** and Allseas' **Solitaire**, are currently laying the second pipeline in the Gulf of Finland.

Work on the second pipeline is progressing at the rate of about six kilometres a day, and more than 230 kilometres have already been constructed. When both lines are fully operational by the end of 2012, the Nord Stream Pipeline will

be capable of transporting 55 billion cubic metres (bcm) of gas a year to Europe. No other major new pipeline with a capacity over 10 bcm is expected to come on-stream before 2015.



The **SOLITAIRE** seen operating in the Gulf of Finland – Photo : Ralf Kroon ©

Zug-headquartered Nord Stream AG (with Moscow-based branch office) is a joint venture formed on December 2, 2005. Initially established as North European Gas Pipeline Company, the name was changed to Nord Stream in October 2006. The Company was established to carry out a feasibility study and building the Nord Stream Pipeline.

Russian state monopoly Gazprom holds a 51 percent stake in the JV. BASF SE/Wintershall Holding GmbH and E.ON Ruhrgas own 15.5 percent each. Gasunie and GDF SUEZ each have a 9 percent share. Source : PortNews

HAVENDAGEN IN DIVERSE BELGISCHE HAVENS



Terwijl de tweede tenderswath **Wielingen** afgelopen vrijdag te Lemwerder werd tewater gelaten, kijken we graag nog even terug naar de doopplechtigheid van de **Westdiep** te Antwerpen. Ondertussen lopen de oefeningen met de tenderswath op "full ahead" en is VLOOT tijdens de havendag in elke haven aanwezig met een open schip.

Foto's van de doop en meer over de havendag via
www.welkombijvloot.be/nieuwsitems/2011-06-06-westdiep-gedoopt-antwerpen

Kom zeker langs aan boord van de **Zeeleeuw** (Zeebrugge), **Ter Streep** (Gent), **Westdiep** (Antwerpen) of **Zeetijger** (Oostende) tijdens de havendag , nu zaterdag ! Groeten en tot dan !



Tidewater's **MIGHTY TIDE**, with the Tidewater logo's already removed seen approaching Batam island (Indonesia) last Monday, heading for the lay-up berths, to be sold – Photo : Piet Sinke ©



Port Metro Vancouver Traffic Up 7 Percent

Canada port sees increased volume to and from Asia, Canada's Port Metro Vancouver reported a 7 percent increase in overall container traffic in the first five months of 2011, including 7 percent growth in trade between Canada to Asia. The British Columbia port handled 1,006,360 20-foot equivalent units as of May 31, up 7 percent from 943,423 TEUs in the same period last year. The port saw 529,283 TEUs in imports and 480,078 TEUs in exports. Source : The Journal of Commerce Online .

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Above seen the 2008 built Ugland barge **UR96**, loaded with six Siemens 3.6 MW turbines, meant for the Sheringham Shoal Wind Farm. Photo : Hans de Roo - on board MPI Resolution (c)

Failure to supply EU e-cargo manifests will result in delays and fines

FAILURE to comply with the EU Customs electronic Entry Summary Declaration (ENS) within 24 hours before loading will result in fines/penalties and refusal to load cargo as of July 1, say carriers. Carriers, including Maersk Line and CMA CGM began charging fees of US\$25 per ENS in line with the European Union Advanced Manifest Rule for all cargo entering EU at the beginning of the year during which ENS filings were monitored. European feeder operator Unifeeder also implemented a EUR23 (US\$30) per bill of lading.

New York-based RCL Agencies also told its customers that non-compliance would result in extra charges without loading of cargo. "Failure to submit the shipping instructions in time will lead to cargo not being loaded," said Maersk in a notice to its customers. "For shortsea shipments, cargo arriving to EU ports without a timely lodged ENS could prevent cargo being accepted for discharge or put on hold at EU entry port, fines and/or penalties could as well be imposed by customs." The ENS must be presented with its bill of lading number and shipper and consignee name and address 24 hours before entry to an EU port, regardless of final destination non-EU, and for shortsea traffic at least two hours before its entry at its first EU port. The EU Customs ruling also allows for a security risk assessment prior to entry. Source : Schednet

UASC's 6,921-TEU Al Rawdah runs aground off Batam Island, Indonesia

THE UAE's United Arab Shipping Company's (UASC) 6,921-TEU **Al Rawdah** struck the reef and was grounded in the north of Indonesia's Batam Island. The ship had left Port Klang and was sailing to Qingdao when the hull struck a hidden reef, reported by London's Containerisation International, which added that the crew appeared to ignore "repeated warnings issued by the Maritime and Port Authority of Singapore to change course". The **Al Rawdah's** chief engineer Irfan Ahmed reportedly suffered a heart attack during the incident. The ship, registered in Qatar, is deployed on the UASC's AEC 2 Europe/Middle East Asia loop. Both Coscon and Hanjin Shipping have bought space on the vessels and some of their containers with many being empties were said to be on board on the way delivering back to China then.



Photo : Piet Sinke (c)

Smit Salvage was appointed to refloat and recover the ship, but it is still unknown about the damage to the hull, machinery, equipment and cargo. **Source : Schednet**



The 1959 built "**Antarctic Dream**", seen outbound from Flushing, from Balboa via Flushing to Advent Bay / Svalbard-Jan Mayen islands – **Photo : Martin Riedijk (c)**

Busan's May box volumes up

Busan port's container throughput volumes in May achieved a 12.7% year-on-year hike as shipping activities increase, according to data from the Busan Port Authority (BPA). South Korea's busiest port handled 1.42m teu of box volumes last month, up from 1.26m teu in May last year. Month-on-month, throughput volumes also rose 3.6% compared to 1.37m teu in April, statistics from BPA showed.

Container throughput volumes for the first five months this year jumped 13.4% to 6.51m teu compared to 5.74m teu recorded in the same period of last year. In 2010, Busan port was ranked the world's fifth largest container port with throughput volumes of 14.19m teu. **Source : Seatrade Asia**



The now Liberian flagged **SMIT NIDA** (ex Smit Mersey) departed Wednesday evening from Rotterdam bound for Las Palmas - Photo : Rob van der Hoek – www.lekko.org

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.... PHOTO OF THE DAY



Above seen the 2010 built MHL flag container ship **MOL MAESTRO** offshore Malta on Friday 17th June, 2011 on her way to Suez. **Photo: Cpt. Lawrence Dalli - www.maltashipphotos.com ©**