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The TSHD CONGO RIVER was spotted in Harwich last Thursday - Photo : Piet Sinke (c)

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1887 LIFEBOAT FULLY RESTORED



The first of the [Isle of Wight Historic Lifeboats](#) to be rescued for restoration was the 1887 pulling and sailing lifeboat "Queen Victoria", which was stationed at Bembridge from 1887 to 1902. On completion of her operational life, she was sold in 1902 to one of the lifeboat crew, and eventually became the first houseboat in Bembridge Harbour. Abandoned, and in a derelict condition, she was purchased in 1989 by Martin Woodward, (Coxswain of the Bembridge Lifeboat until 2003), but it took a further nine years of fund raising and searching before a willing restorer was found to return her to her original condition. This was the [Classic Boat Museum](#) on Newport Quay, where it was agreed to undertake restoration using skilled local shipwrights and their own volunteers. After almost a year of hard

work, the "Queen Victoria" emerged in June 1998 looking absolutely superb, lovingly restored to her original condition. **Photo : Piet Sinke ©**



The **FPSO PAZFLOR** seen anchored on Block 17 Angola loading Methane - **Photo : crew Union Warrior ©**

Tanker market benefits from increased OPEC spot fixtures

June proved to be a rather busy months in terms of tanker spot fixtures, as evidenced by the latest monthly report of the organization. In June, estimated OPEC spot fixtures increased by 13.5% compared with last month, to average 13.7 mb/d. Global spot fixtures increased by 5% in June, compared with the previous month, to average 18.4 mb/d. The gain of global fixtures was mainly driven by OPEC fixtures, while non-OPEC spot fixtures declined. Increased tonnage demand for deliveries to both East and West destinations was behind the OPEC fixtures gain.

OPEC sailing followed the same trend and increased 0.13 mb/b in June, compared with last month, to stand at 22.88 mb/d. The OPEC sailing increase came mainly from Middle Eastern shippers. However, arrivals showed a mixed pattern in June as North America, Europe and the Far East registered gains, compared with last month, while West Asia exhibited a decline. Compared with last month, arrivals in North America, Europe and the Far East increased by 3.6%, 2.3% and 4.9% to stand at 9.91 mb/b, 11.61 mb/d and 8.37 mb/d, respectively.

The dirty tanker market showed mixed trends in June with VLCC spot freight rates reporting a healthy gain of 8% while both Suezmax and Aframax rates experienced losses of 18% and 3%, respectively, compared with last month. Clean spot freight rates were very weak in June, compared with last month, with West of Suez rates declining 23%, the highest among the different groups, and East of Suez rates closing down by 5%. For VLCC, spot freight rates for Middle East to East bound destinations indicated the highest increase among all other reported routes in June, supported mainly by higher lifting to China as the refinery maintenance comes to an end. Additionally, India's crude oil requirements from West Africa further supported VLCC rates from West Africa to East in June. In the West, VLCC spot freight rates from the Middle East to Western destinations gained some ground in June on European demand, supported by the Brent/Dubai differentials, as well as the TransCanada pipeline maintenance. Additionally, lower North Sea output during the seasonal maintenance period further supported spot freight rates from the Middle East to the West. Compared with the previous month, Middle East to East spot freight rates increased by 14% to stand at WS57 points, West Africa to East edged up by 4% to stand at WS41 points and Middle East to West gained 5% to stand at

WS54 points. However, compared with a year ago, all selected route spot freight rates exhibited declines. On average, VLCC spot freight rates decreased by 25%, compared with a year ago.

Suezmax transatlantic spot freight rates declined in June from the previous month. Closed arbitrage of crude oil from the North Sea to the US and the decline of Forties crude oil supply pressured rates in June. Additionally, increased tonnage availability further negatively affected rates in June. Suezmax spot freight rates from NW Europe to the US lost 15% in June, compared with the previous month, and rates from West Africa to the US closed down by 19%. On an annual basis, Suezmax spot freight rates declined 23% in June, compared with the same period a year ago.

Aframax spot freight rates on all selected routes closed down, except Mediterranean to Northwest Europe rates, which remained steady in June, compared with the previous month. Mediterranean to Mediterranean Aframax spot freight rates declined by 6% in June on the back of lower lifting from Primorsk, as well as pipeline maintenance. Caribbean to the US rates declined 3% in June from the previous month due to ample tonnage supply and limited demand. Indonesia to East rates continued their downward trend in June and lost 2% on lower Japanese refinery requirements. Clean tanker market sentiments were bearish in June on most reported routes. In West of Suez, closed arbitrage and higher stocks in the US affected spot freight rates from the Caribbean to the US, as well as from NW Europe to the US. Compared with a month ago, Caribbean to the US clean spot freight rates declined 13% to stand at WS187 points and NW Europe to the US rates dropped 20% to stand at WS157.

Mediterranean to Mediterranean clean spot freight rates decreased 31%, mainly due to lower gasoil and naphtha trades and higher stock in North West Europe. The lower naphtha trade was partially driven by higher Russia export duties. In East of Suez, the clean market has suffered from different factors and spot freight rates closed down by 5%. Clean spot freight rates from Middle East to Eastern destination declined by 10% on the back of lower naphtha trade, resulting partially from prolonged petrochemical plant shutdowns. China's lower naphtha imports added more pressure on East bound spot freight rates. However, the 1% increase of Singapore to East spot freight rates, the only increase among all reported clean routes, was supported by Japanese product imports.

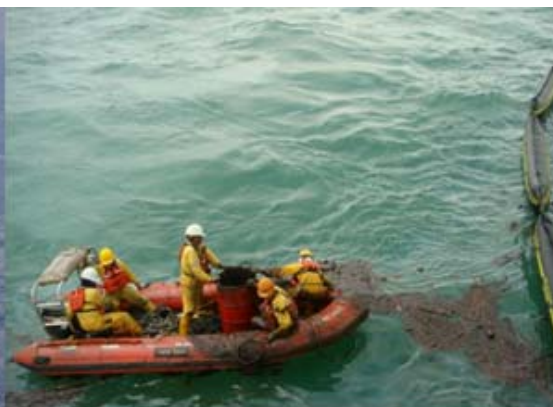
Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide ©



The **NORTHERN PEREGRINE** seen outbound from Rotterdam – Photo : Jacco van Nieuwenhuyzen ©

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The **EKFJORD** seen enroute Amsterdam – Photo : Marcel Coster (c)

Freight Groups Aim To Find Another Solution To Clean Up Ocean Shipping Supply Chain

Four times a year the British Shippers Council (BSC) meets to discuss current matters of import to the country's freight community and top of the agenda at this weeks gathering was the inevitable discussion revolving around preservation of the environment and the best way to improve the ocean shipping industry's carbon emissions. The bunker levy scheme has been vaunted as a way of capturing billions of dollars from the maritime industry, which can then be redistributed via the International Maritime Organization (IMO) into an environmental compensation scheme to help ship owners meet their climate change responsibilities and reduce carbon emissions but the BSC, an arm of the UK's Freight Transport Association made up of 12 regional Freight Council members and 40 directly appointed members, came down firmly against the proposal at their quarterly meeting.

The BSC, and other influential maritime bodies, feel such a levy would simply pass on shipping carbon costs rather than address the real issue of curbing carbon and greenhouse gas emissions. Earlier this year the Global Shippers' Forum (GSF), which represents the interests of shippers from Asia, Europe, North America, Africa and Oceania, stated it would welcome and support a voluntary shipping industry initiative to reduce carbon emissions through the IMO. Indeed, GSF members are closely collaborating on a new project to decarbonise the maritime supply chain from the shippers' perspective. Those involved believe outputs from the project will provide a series of tools to allow shippers to take positive steps to reduce their total maritime supply chain CO2 production. The FTA have taken their own

initiatives to reduce carbon emissions in the global maritime supply chain by joining forces in February with Heriot-Watt University (HWU) to begin developing a broad range of measures to substantially reduce the carbon intensity of supply chains containing a deep-sea movement. The scheme has subsequently been expanded to involve GSF members, giving the scheme a global dimension. The output from the project is intended to produce definitive best-practice guidance on reducing cargo emissions in global maritime supply chains. The template for this best practice guidance will be produced in conjunction with shippers and other stakeholders in the maritime supply chain and the Logistics Research Centre at Heriot-Watt University and the scheme has the backing of the Clean Cargo Working Group.

The Secretary of the British Shippers Council, Christopher Snelling made the group's position on dirty ships and any sort of fuel levy as a solution very plain, saying: "A bunker levy in the proposed format would simply pass costs from ship operator to customer. The accountability for a ship's carbon performance surely lies with its owner; passing the buck by way of a bunker levy would be grossly unfair and do very little to tackle the real issue of curbing carbon emissions at the root of the problem. The key to reducing carbon is in the hands of the ship owners themselves, where the responsibility to improve operational and environmental efficiency must remain. "The depth of anti-bunker levy feeling from the BSC and GSF is too strong for the shipping industry to ignore and its message to ship operators is clear: take direct responsibility for setting and achieving a clear target for reducing your own carbon emissions."

Source: Handy Shipping Guide



The **CSL BERGEN** seen in Harlingen – Photo : Maarten Spruit ©

Contact Group says Somali piracy continues to be threat to maritime activity

Somali piracy remains a threat to maritime vessels from all over the world, according to members of the Contact Group on Piracy off the Coast of Somalia, who spoke to reporters. "We all know that the international community has been working very hard to address both the symptoms and the root causes of the Somali piracy," said Mary Seet-Cheng, senior specialist adviser of the Ministry of Foreign Affairs of Singapore and a member of the contact group. "Despite our best efforts, piracy off the coast of Somalia continues to be a threat to international shipping and seafarers from all over the world." Members of the contact group, including the chairs of its four internal working groups, held a briefing for press on the sidelines of their ninth plenary meeting. Seet-Cheng said that although the numbers of vessels and seafarers taken by pirates have dipped slightly since March 2011 when the contact group last met, other elements of the piracy problem are worsening. "Over the past year, we have seen the pirates extending their area of operations beyond the Somalia coast, increasing their use of pirated vessels as mother ships and using high levels of violence against seafarers," she noted. Ambassador Thomas Winkler, legal advisor for the Ministry of Foreign Affairs of Denmark and chair of working group number two said that his group has been busy working on clarifying the legal complications involved with prosecuting pirates.

"We've been working now for two and a half years, we've put together, what we call the legal toolbox which is an electronic version of a lot of documents which will provide almost all of the answers that states and organizations need in the legal field," he said. "If you want to enter into an agreement with another state on transfer you can go to the legal toolbox and see how it's done just to mention one example." Winkler added that the transnational nature of the piracy problem poses legal challenges. "Of course we have to work on to ensure that even more suspected pirates are prosecuted and to this end we are focused on what we call post-trial transfer to ensure that pirates who are convicted in one state are incarcerated in their homeland, in the part of Somalia that they are originally from," he said. Chris Holtby, deputy head of the Security Policy Department of Britain said that working group one, which he chairs, is helping countries build their capacity to apprehend, incarcerate, and try suspected pirates. "We are providing the resources from governments to implement capacity building programs in the legal sector, in the prison sector, in military and coast guards to help the countries in the region take on piracy themselves," Holtby said. "There have been very big steps taken in the last couple of years by countries such as the Seychelles, Kenya, and even within Somalia to build prisons, courts, and their coast guard." Seet-Cheng said that there will be discussion about the creation of a fifth working group, which would focus on coordinating the disruption of pirate enterprises. "In the course of the contact group's work over the past few years, we have also realized that the solution to Somalia piracy would not be complete if we did not also consider the financial aspects of piracy, especially the question of how to target the piracy leaders, financiers, and negotiators, and the financial networks that sustain Somalia piracy," she explained. According to Seet-Cheng, a communique by the Contact Group on Piracy off the Coast of Somalia will be issued on Thursday evening to relay the conclusions reached in discussions at the ninth plenary. **Source: Xinhua**



Iskes **TELSTAR** seen last Friday assisting the **MOUNT KARAVA** into the IJmuiden locks - **Photo : Piet Sinke (c)**

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The **ELIZABETH RUSS** seen outbound from Rotterdam – Photo : Piet Sinke (c)

"Scandinavia" for Baltic Sail



The sailing event, "**Baltic Sail - 2011**" was perfectly supplemented by the offer of the Polish Baltic Shipping Co. "Polferries" in Gdansk. We have run out of places for tourists who wished to admire the sailing ships from the deck of "Scandinavia" ferry...

Many tourists who came to Gdansk in the first half of July chose this time of the year intentionally - the view of the sailing ships in the Gulf of Gdansk, and the atmosphere of noble adventure on the Motlawa River and in the port canals is undoubtedly the city's great attraction. "Baltic Sail" - an international agreement signed on the initiative of the port of Rostock in 1991 includes today the ports of Klaipeda,

Karlskrona, Halmstad, Sassnitz, Swinoujscie and exactly Gdansk. The port of Gdansk hosted the sailors of "Baltic Sail" for the first time in 1997. Each subsequent event grew in popularity and the previous year was record-breaking in terms of both the weather and the number of participants.

The participation in this year's - 15th edition of "Baltic Sail" - was confirmed by several world-known sailing ships and dozens of smaller yachts. The weather was bad and mechanical failures reduced the number of guests coming to Gdansk. The tourists,



however, were not disturbed, and strolled in large numbers along the marina and Long Embankment, or visited the Ziolkowskiego Quay at the entrance of Gdansk port. This year's offer of the Polish Baltic Shipping Co. "Polferries" to

observe the sailing ships parade from the deck of "**Scandinavia**" ferry perfectly supplemented the event. The head of the Polish Baltic Shipping Co. in Gdansk, Witold Kozal, said "...the interest went beyond our expectations and we had to limit the sale of the tickets..." 1100 passengers who were offered all facilities and decks of the ferry certainly forgave even... the cancellation of the sailing ships parade in the Gulf of Gdansk due to bad weather. The view of only some yachts and beautiful panorama from the top deck of "**Scandinavia**" ferry yet satisfied the expectations –
Source : Port of Gdansk



The **GENCO LONDON** seen outbound at the Westerscheldt River – Photo : Henk de Winde (c)

Pirates more violent but less successful

Taking higher risks, they attack more ships in H1 of 2011 than ever before

Piracy attacks on the world's shipping rose by a third in the first half of this year and became increasingly violent, with pirates using machineguns, grenade launchers and other weapons, a maritime watchdog said yesterday. Keeping pirates at bay: A Royal Navy ship at Mina Zayed port in Abu Dhabi. Massive patrolling by naval fleets has helped bring down the number of successful hijackings by Somali pirates

Despite the increase of such attacks off Somalia in the Horn of Africa, where piracy is rampant, and other areas, successful hijackings were down, in large part due to massive patrolling by naval fleets, the International Maritime Bureau (IMB) said. 'In the last six months, Somali pirates attacked more vessels than ever before and they're taking higher risks,' IMB director Pottengal Mukundan said in a statement. 'This June, for the first time, pirates fired on ships in rough seas in the Indian Ocean during the monsoon season. In the past, they would have stayed away in such difficult conditions. Masters should remain vigilant,' it said. Attacks on oil and chemical tankers rose by 36 per cent and were increasingly violent, involving automatic weapons and rocket-propelled grenade launchers. Somali pirates were going out in worse conditions than before, including the monsoon season, the IMB said in its latest Piracy and Armed Robbery Against Ships report. Worldwide attacks rose to 266 in the first six months of 2011 compared with 196 in the same period last year. More than 60 per cent were by Somali pirates, the majority of which were in the Arabian Sea, but bigger 'mother ships' equipped with more sophisticated equipment have allowed them to stay at sea longer and strike farther than they were able to do in the past.

Pirate gangs make tens of millions of dollars in ransoms, and their escalating attacks in vital shipping lanes have raised fears that insurance costs could rise and vessels could be diverted. Crude oil tankers sailing in the east and north-east of the Gulf of Aden have been particularly targeted. Twelve attacks on tankers were reported off Benin, West Africa, since March where none were reported in 2010, with five hijackings. A total of 50 incidents were recorded for Indonesia, Malaysia, Singapore straits and the South China Sea. Source : Reuters

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The **MARIANNE** seen at the Westerscheldt River – Photo : Willem Kruit (c)

U.S. Merchant Mariner Fraud

In a first for the U.S.C.G. district, a vessel captain, an engineer, an able bodied seaman and a dynamic positioning officer have been indicted for conspiring to manufacture and submit false documents to the National Maritime Center to upgrade their certifications, United States Attorney José Angel Moreno and Coast Guard Investigative Service (CGIS) Gulf Region Special Agent-in-Charge Damon Rodriguez announced today. "A captain, engineer or other personnel manning a vessel who circumvent training and certification requirements presents a perilous situation for the crew of the vessel they man and to all other vessels navigating the waters in and around the United States," said U.S. Attorney Moreno. "While the training and experience to obtain upgraded certifications is rigorous and time consuming, the process is necessary and required; as is the investigation and prosecution of those who seek to circumvent it." The two-count federal indictment returned under seal on June 8, 2011, was unsealed today. Philip Jeffrey Stilwell, 46, an able bodied seaman and dynamic position officer unlimited formerly employed by Surf Subsea Inc., surrendered to federal authorities on Monday, June 13, and has been ordered released on bond. Dave Corven Welcome Sr., 52, an engineer, and Michael Wayne Dixon, 54, a first engineer, both also formerly employed by Surf Subsea Inc., surrendered to federal authorities in Houston yesterday and today, respectively. Each has made their initial appearances before U.S. Magistrate Judge Nancy Johnson and have been ordered released on bond pending trial. A warrant remains outstanding for Jay Allen Heater, 50, a vessel captain also formerly employed by Surf Subsea Inc. The indictment charges all four defendants with conspiring to manufacture required training certificates to obtain upgrades to their existing Merchant Mariner Credentials. Stilwell and Heater are also charged with submitting false verification letters, fraudulently created and endorsed by Heater, to the Regional Exam Center in Houston. The charges are the result of a six-month federal investigation conducted by the CGIS of the Gulf Coast with the cooperation of Surf Subsea Inc., a company based in Magnolia, Texas, which employed all of the accused. "To circumnavigate the very procedures designed to credential competent mariners, is indicative of the propensity to throw caution to the wind during vessel navigation on chartered waterways," said Rodriguez. "The potential for disaster is too great to allow unskilled mariners to fraudulently assume positions for which they are not qualified." According to allegations in the indictment, between June 2010 and February 2011, Stilwell and Heater conspired to use a nation-wide office supply and printing center in Kansas City, Mo., to manufacture Large Offshore Supply Vessel, or OSV, Training Program Certificates bearing the logo of Otto Candies LLC. Otto Candies is a company located in Des Allemands, La., with a legitimate Coast Guard sanctioned Large OSV Training Program. The fraudulent certificates were then submitted to Coast Guard Regional Examination Centers (REC) in Houston, Miami, Fla., and New Orleans, La., with applications requesting upgrades to the existing Merchant Mariner Credentials for each of the accused, according to the indictment. RECs are the first step toward obtaining Merchant Mariner Credential, Certificates of Registry and Standards of

Training, Certification and Watch Keeping forms. RECs are responsible for the pre-screening of applications, administration of examinations and oversight of approved courses prior the mariner applications final submission to the National Maritime Center (NMC). The NMC is the licensing authority for the United States Coast Guard which must approve all applications and certifications for a seaman, engineer or captain of a vessel to be qualified and certified to man certain vessels. Heater allegedly produced and signed sea service verification letters for Stilwell indicating sea time experience on vessels belonging to companies for which Stilwell was not employed. Stilwell, in turn, allegedly submitted an application, containing the fraudulent sea time verification letters, to the Coast Guard Regional Examination Center in Houston requesting an upgrade to his existing Merchant Mariner Credential. According to the indictment, in August 2010, Stilwell sent an e-mail to Heater with a false Otto Candies Large OSV Training Program certificate (for chief engineer) for Welcome which was granted in September 2010. In December 2010, Dixon allegedly submitted an application through the REC in New Orleans for an upgrade which included a fraudulent Otto Candies Large OSV Training Program Certificate. The upgrades in Merchant Mariner Credentials allegedly sought by the defendants would have allowed the accused to obtain more advanced positions that they were not qualified to hold and higher pay within Surf Subsea Inc. Each of the two counts alleged in the indictment carry a maximum punishment of five years in federal prison and a \$250,000 fine upon conviction. Assistant U.S. Attorney Suzanne Elmlady is prosecuting the case. An indictment is a formal accusation of criminal conduct, not evidence. A defendant is presumed innocent unless and until convicted through due process of law. **Source : yourhoustonnews.com**



The **CHILTERN** seen at the Westerscheldt River – **Photo : Henk de Winde (c)**

Detentions ordered after Russian riverboat sinking

Russian investigators ordered police on Friday to detain the captains of two vessels that survivors from a sunken riverboat said passed them without stopping to help them. Federal Investigative Committee spokesman Vladimir Markin said the two captains would be held for questioning following the sinking of the Bulgaria tourist boat with 208 people on board on Sunday in the Volga River. Survivors said they watched two commercial vessels pass by as they struggled to stay afloat. One man said he and other survivors waved their arms repeatedly to no avail, and Russian media reported that people on the passing craft snapped cell-phone photos as they went by. The confirmed death toll reached 114 on Friday. Emergency officials said divers had searched all accessible parts of the boat, which sank swiftly to the bottom.

Another 15 people were still missing and feared dead, and 79 survived. All but a few of the survivors were rescued by another tourist boat that came along more than an hour after the Bulgaria sank during a rainstorm. The sinking of the overcrowded, 56-year-old boat rekindled concerns about the negligence and corruption that leads to fatal accidents in Russia and the condition of boats, planes, factories and facilities built in the Soviet era. "Unfortunately, we cannot replace our whole fleet of riverboats and seagoing ships in a single year or several years," President Dmitry Medvedev said. "Frankly speaking, for 20 years not a single vessel has been produced or purchased," he said. The Bulgaria was built in 1955 in Czechoslovakia, then a Soviet satellite state. Medvedev said in televised remarks that the authorities must ensure anyone to blame for the disaster is held to account and punished severely enough to set an example. "This means not just those who stamp documents, not scapegoats, but also those who organised the cruise," he said.

Authorities have arrested the head of the tour company that leased the Bulgaria, as well as a river transport inspector.

Prime Minister Vladimir Putin, whose record in over a decade in power has been marred by such disasters, visited the Volga on Thursday evening. He said the lives lost in the river were the price Russia pays for "irresponsibility, complacency and greed." Putin, president from 2000 to 2008, could return to the presidency in an election next March or endorse Medvedev for a new term. Both have talked tough and called for stricter safety controls after deadly accidents and militant attacks, but critics say they have been unable to make significant progress in curbing corruption and negligence. **Source : Reuters**



The **AURELIA** seen moored in IJmuiden – **Photo : H.Blomvliet (c)**

NAVY NEWS



The Belgium frigate **F 930 LEOPOLD I** seen approaching Zeebrugge – **Photo : Jasper van Raemdonck ©**

Two Navy Ships That Cost \$300 Million Are Headed To The Scrapyard Without Having Seen A Day Of Service

Embroiled by legal battles for more than 25 years, two U.S. Navy ships are finally headed to the scrap heap without ever having sailed and despite the fact that they're almost completely finished. According to Hampton Roads, the **USNS Bejamin Isherwood** and the **USNS Henry Eckford** were commissioned in 1985 at the Pennsylvania Shipbuilding Co. to carry fuel to the Navy's fleet around the globe. When the company defaulted on its Navy contract in 1989 the 660-foot ships were sent to Florida for completion, but cost disputes terminated that contract in 1993.

Since then, the vessels have sat 95 and 84 percent complete at the mouth of the James River as part of the mothballed ghost fleet. In 1997, the Navy cut its ties and British company Able UK considered re-commissioning them for international sale to a NATO country. Because they're single-hulled ships, not the double-hulls required of today's tankers, Able UK passed and instead took \$10 million to scrap them along with two other ghost ships.

This week both vessels are being towed to International Shipbreaking Limited in Brownsville, TX to be cut up, their innards pulled out and their steel and other metals sold for recycling. Hampton Roads quotes Joseph Keefe from maritimeprofessional.com who says the scrapping of the tankers will "close one of the saddest chapters in American shipbuilding and for that matter, federal fiduciary folly." No money will be returned to the U.S. treasury.

Source : businessinsider.com

Enterprise Carrier Strike Group Returns to Norfolk



More than 5,500 Sailors and Marines serving in the **Enterprise Carrier Strike Group (CSG)** arrived in Norfolk July 15, returning from a six-month deployment supporting operations in the Mediterranean and the Arabian Sea. **USS Enterprise (CVN 65)**, along with embarked Carrier Air Wing (CVW) 1, Carrier Strike Group (CSG) 12, Destroyer Squadron (DESRON) 2, guided-missile cruiser **USS Leyte Gulf (CG 55)**, and the guided-missile destroyers **USS Barry (DDG 52)** and **USS Bulkeley (DDG 84)** returned to Naval Station Norfolk. While deployed, **Enterprise Strike Group** served in the U.S. 5th and 6th Fleet areas of responsibility, conducting missions from counter-piracy and counter-terrorism to

Operation Odyssey Dawn, Enduring Freedom and New Dawn. **Enterprise** and CVW-1 flew more than 1,450 sorties in support of Operation Enduring Freedom in Afghanistan and Operation New Dawn in Iraq. Enterprise and the strike group ships also disrupted nine piracy attempts, resulting in the capture of 75 suspected pirates and the detention of 18 more. "The ships of this strike group have done it all," said **Rear Adm. Terry B. Kraft**, commander, CSG 12. "Simultaneous combat deployments to the 5th and 6th Fleet areas of responsibility showed what these great Americans can do. They have earned a hero's welcome here in Norfolk." The carrier, commanded by **Capt. Dee L. Mewbourne**, traveled nearly 60,000 miles after leaving Norfolk Jan. 13 to support theater security cooperation and maritime security cooperation efforts while deployed. "Everything about this deployment has been unique," said Mewbourne. "Our Sailors and Marines flexed to perform every mission asked of them to their highest ability, often with great innovation, and always with unqualified success. The crew answered their nation's call with courage and grit, and I share in their tremendous pride of all we accomplished."

Enterprise CSG is comprised of CSG 12, **Enterprise, CVW-1, DESRON 2, Leyte Gulf, Barry, Bulkeley**, and **USS Mason (DDG 87)**. The squadrons of CVW-1 embarked in Enterprise are Strike Fighter Squadron (VFA) 11 "Red Rippers," VFA-136 "Knighthawks," VFA-211 "Fighting Checkmates," Marine Fighter Attack Squadron (VMFA) 251 "Thunderbolts," Carrier Airborne Early Warning Squadron (VAW) 123 "Screwtops," Carrier Tactical Electronic Warfare Squadron (VAQ) 137 "Rooks," Fleet Logistics Support Squadron (VRC) 40 "Rawhides," and Helicopter Anti-Submarine Squadron (HS) 11 "Dragonslayers." **Mason** is scheduled to return to Norfolk later this month.

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The French Navy D'Estienne D'Orves Class Frigate **FS LIEUTENANT DE VAISSEAU LA VALLE F790** entering Grand Harbour, Malta on Thursday 14th July, 2011 to berth at the Valletta Cruise Port Pinto 3 wharf.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com (c)

SHIPYARD NEWS

Austal Awarded First Wind Express Contract

The Austal built OSV catamarans will be used to transport service crews and equipment to the many offshore windfarms that are located off the coastlines of several European countries. Turbine Transfers is a well established fleet owner that has been supporting windfarm owners and operators for a number of years. The company currently owns and operates a fleet of 18 vessels. The Austal built OSVs will be the first that Turbine Transfers has commissioned outside the United Kingdom. Managing Director of Turbine Transfers, Captain Mark Meade, commented that Austal was selected based on the Western Australian company's extensive experience in the design and construction of innovative aluminium vessels. "We have no doubt that Austal will successfully apply their extensive design and construction experience to the wind farm industry with their first Wind Express contract." "We look forward to taking delivery of these three vessels, which were designed to provide comfortable transits and safe turbine step-offs, whilst capably servicing Europe's growing windfarm industry," said Captain Meade. Austal Chief Executive Officer, Andrew Bellamy, noted that the contract award is an important first step for Austal in becoming a supplier to the growing European renewable energy market.

"Supporting the currently installed offshore generating capacity is today an attractive market opportunity, but the projected growth in new wind farms and wave generator capacity over coming years makes this market sector a strategic component of the Austal Group's commercial vessel business," said Mr Bellamy. Mr Bellamy added that Austal brings a wealth of intellectual property to the needs of this new market and has already demonstrated this to Turbine Transfers by designing highly efficient vessels that will achieve greater speeds with a level of fuel efficiency that is superior to that of similar sized vessels in the Turbine Transfers fleet. Austal has adopted an advanced fine entry chine hull form that in association with a high tunnel height, will enable the vessels to operate at speeds of up to 30 knots with targeted seakeeping ability in up to 2 metres significant wave height. **Source: Austal .**

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The **STOLT EMERALD** seen outbound from Rotterdam – **Photo : Henk van der Heijden ©**

DEEP BLUE LOADS PIPE AT EDT MARINE SPOOLBASE



Established within the Port of Limassol onto both storage reels of the **"Deep Blue"**. After completing loading additional cargo from both the **"Jumbo Vision"** and a barge the **"Deep Blue"** was released from the prepared anchoring system by the **"EDT Zenon"** and the **"EDT Elena"**.

Below seen the **"EDT Zenon"** (EDT Offshore) assisting the **"Deep Blue"** (Technip France) in releasing the anchoring system which was used during the Spooling operations in the Port of Limassol. Starting from July 9 and completed on July 13 approx. 15 km of 10" and 21 km of 14" steel pipe have been transferred from the EDT Marine Construction Spoolbase



The **"EDT Zenon"**, **"Deep Blue"** and **"Jumbo Vision"** when the anchor system was being disconnected and the **"Deep Blue"** is maintaining position on its DP2 system. The **"Jumbo Vision"** had been moored alongside the **"Deep Blue"** during the spooling operations and has been berthed inside the Port while **"Deep Blue"** departed to lay pipes and perform other subsea installations for the **West Delta Phase VIII Project** at a location approx. 90 km north of Alexandria for **Burullus Gas Company**. Photo's : Floor van Beek – EDT Marine construction (c)

Swee Joo bent on winding up

Malaysia shipowner Swee Joo is bent on winding up the company even if its creditors disapprove of Monday's appointment of a provisional liquidator. Mired with debts of some RM8.5m (\$2.8m), Swee Joo appointed a provisional liquidator on 11 July and will hold a creditors meeting on 8 August to confirm the appointed liquidator. "If the provisional liquidator is not approved by the creditors, the group will still proceed with the winding up and an official

receiver will be appointed as the named liquidator or the creditors will appoint their own liquidator,” Swee Joo announced to Malaysia's Bursa Securities. The liquidator will then proceed to liquidate and dispose off the assets of Swee Joo and its subsidiaries to settle the group's liabilities to the extent that the liquidation will lead to the winding up of all businesses and finally a deregister of the companies in the group. “This will be the end of the liquidation of the group,” Swee Joo added. Swee Joo, through its several subsidiaries, operates container vessels, general cargo ships, support vessels and dual-purpose vessels, plying routes in Southeast Asia. **Source: Seatrade-Asia**



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

MSC, CSAV To Consolidate Four Routes

Chilean container line CSAV and Mediterranean Shipping will jointly operate four liner services under a new agreement, stepping up ocean carrier rationalization amid overcapacity, slowing cargo demand and sliding freight rates. CSAV, which suspended three services earlier this month, said the agreement will expand coverage, cut transit times and increase frequencies on services between north Europe and the west coast of South America, Asia and South Africa, the east coast of South America and the Middle East and South Africa, and the Middle East and India.

The agreement will take effect no later than the first week of August and will be initially valid for three years, CSAV said.

“This is a sign of CSAV's positive view towards the future economic growth and development of these important markets,” the carrier said. The agreement was signed as Geneva-based MSC announced it was postponing the launch of a third trans-Pacific string in a vessel sharing agreement with CMA CGM and Maersk Line, due to launch in mid-May, until the second quarter of 2012. CSAV's Euroandes service between north Europe and the west coast of South America will upgrade to a weekly operation of eight 5,000 twenty-foot equivalent unit ships, starting with the first southbound sailing from Rotterdam on July 31.



The **CMA CGM MIMOSA** seen enroute Rotterdam – **Photo : Frits Janse (c)**

The port rotation is: Rotterdam, Antwerp, Felixstowe, Bremerhaven, Hamburg, Caucedo, Cartagena, Cristobal, Balboa, Callao, Puerto Angamos, Coronel, San Antonio, Balboa, Cristobal, Rotterdam. The service will be complemented by three new weekly feeder services – Cristobal-Central America, Balboa-Colombia and Peru and Balboa-Ecuador.



The **MSC CARMEN** seen outbound from Antwerp – Photo : Willem Kruit (c)

The ASAX service between Asia and South Africa will deploy seven 4,000/6,700 TEU ships weekly with the following port rotation: Fuzhou, Xiamen, Kaohsiung, Hong Kong, Chiwan, Singapore, Port Louis, Durban, Ngura, Port Louis, Singapore, Fuzhou. The Marco Polo service between India, the Middle East and South Africa will deploy five 2,500/3,000 TEU vessels weekly with the following port rotation: Duban, Jebel Ali, Karachi, Mundra, Nava Sheva, Colombo, Durban. The weekly east coast South America-Middle East service will consist of two loops. The first, deploying eight 5,000/6,000 TEU ships, will operate the following rotation: Suape, Santos, Buenos Aires, Rio Grande, Navegantes, San Francisco do Sul, Sepetiba, Suape, Las Palmas, Valencia. The second loop, deploying five 4,000/5,000 TEU ships, will operate the following rotation: Salvador, Santos, Rio de Janeiro, Navegantes, Paranagua, Rio Grande, Santos, Las Palmas, Valencia. Further connections to the Middle East for both loops will be confirmed shortly, CSAV said. Source: Journal of Commerce



The cruise ship **Deutschland** departed from West India Dock on the River Thames for Portland on 15th July.

Photo : Chris Brooks - www.ShipFoto.co.uk (c)



The **GSF MONARCH** seen departing from Rotterdam-Botlek under tow of the **HIGHLAND VALOUR**
Photo : Jan Oosterboer (c)

Portsmouth City Council settles for £150,000 in live animal export row

CITY leaders who faced a claim for millions of pounds in a dispute with a ferry firm have settled out of court. Portsmouth City Council has written off a £154,000 debt owed by Celtic Link Ferries in unpaid port charges which resulted from a long-running row over the export of live animals from the city's port. In return the firm has agreed to drop a court claim for millions of pounds it said it had lost after one of its ships was seized at the height of the dispute. Celtic Link Ferries had been using the council-owned ferry port to export live sheep. The city council brought in huge charges for the export of live animals in 2009 after animal rights campaigners staged mass protests. The

council, which does not have powers in law to ban exports, levied a charge of £5,000 per truck of 10 animals or more leaving from the city's port. The council claimed the fee was necessary to pay for increased security should the animals escape or further public demonstrations take place against the practice.

But some saw the size of the fee as a deliberate attempt to put firms off shipping live animals. Celtic Link threatened a legal challenge to the levy and the council reduced its rate to £2,345 per truck. The council sued Celtic Link in 2009 over debt of charges to use the port, including berthing and service charges, which were not paid in October and November of that year. Months later, in March 2010, it seized one of its ships, **Norman Voyager**, in an attempt to recover the costs. The shipping firm – which has since stopped using the port – did not dispute the debt for the charges themselves. But argued it lost more than £8m as a result of the seizure of its vessel. The Irish shipping company later reduced its claim to £6m. That claim has been dropped after the port charges debt was written off.

Council Leader Gerald Vernon-Jackson said: 'We are pleased with the settlement, it's protected the city and the council from further legal action and we're glad to draw a line under the whole affair.' The council leader said he would not stop live animal exports if another firm decided to export animals from the port. Cllr Vernon-Jackson added: 'It is a legal trade and we are not allowed to ban it, whatever our personal feelings.' The council has to obey the law – we don't have the ability to stop a legal trade.' Celtic Link was unavailable for comment. **Source : portsmouth.co.uk**



The **HIGHLAND VALOUR** seen in front of the **GSF MONARCH** outbound from Rotterdam

Photo : Leen van der Meijden ©

BOEKBESPREKING

door : Frank NEYTS

“The International Maritime Dictionary”

Bij De Alk & Heijnen verscheen onlangs “**The International Maritime Dictionary**” samengesteld door **P.C. van Kluyven**. “**The International Maritime Dictionary**” is een Engelstalig maritiem woordenboek over navigatie, engineering, veiligheid, communicatie, binnenvaart, chartering, verzekering en logistiek. Het boek biedt een vertaling van Engelstalige, maritiem gebonden idiomen en uitdrukkingen naar de meest gebruikte talen in de maritieme wereld, met name het Filippijns, het Spaans, het Russisch, het Chinees en het Arabisch. Het boek is een werkinstrument ter bevordering van de communicatie in het internationale logistieke gebeuren en zal de veiligheid bevorderen in de maritieme industrie, inzonderheid aan boord van schepen met meertalige bemanningsleden aan boord. Het boek biedt tevens een overzicht met foto's van de meest gebruikte handwerktuigen aan boord met de Engelstalige benaming en biedt bovendien een afzonderlijke lijst met afkortingen. Heel wat gerenomeerde maritieme instellingen werkten mee aan de samenstelling van het woordenboek. **Dit boek zou op geen enkel schip mogen ontbreken !**

"The International Maritime Dictionary" (ISBN 978-90-5961-090-3) werd als softback uitgegeven en telt 528 pagina's. Het boek kost 39.90 euro. Aankopen kan via de boekhandel of rechtstreeks bij de uitgeverij De Alk & Heijenen Watersport, Postbus 9006, 1800 GA Alkmaar, Nederland. Tel +31.(0)72.511.39.65. internet: www.alk.nl In België wordt het boek verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com



The **BB TROLL** seen outbound from Rotterdam – Photo : Harry van den Berg ©

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Grease for extreme conditions at sea

Shell Lubricants has announced an improved Gadus grease range, designed to meet the challenges of current marine equipment operating in the wettest, coldest, hottest and most extreme conditions. Shell Gadus S2 V220AC and Shell Gadus S2 A320 - previously Shell Alvania HD and Shell Rhodina EP(LF), respectively - are extreme-pressure, multi-purpose greases used for industrial and marine applications that require lubrication of plain bearings working under arduous conditions in the presence of water. Grease is relied upon to provide good wear protection and bearing life for moderate to high-speed bearings, as well as mechanical stability in the presence of water. The Shell Gadus range claims to offer the reliability, long lifespan and stringent performance required for the latest generation of marine equipment in large vessels including dredgers and ore carriers. The Gadus greases are intended for lubricating very large slow-moving gears, wire ropes and cables, and can also be used for the large cranes, grabs and self-unloading gear. Shell adds that the single Gadus brand makes it simpler to compare and select suitable products. To aid the selection process, Shell says the range is based around key tiers, each offering increasing levels of performance and protection, including: entry, mainline, premium and advanced, which uses the latest synthetic, high-performance technology.

Gordon Dillaman, general manager for greases at Shell Lubricants explains: "Shell Gadus is the new unifying name for Shell greases, creating one of the largest global grease brands. The range of products has been developed to deliver value through enhanced wear protection, long grease life and increased system efficiency." **Source : The Motorship**

.... PHOTO OF THE DAY



The **ATLANTIC HAV** seen passing Maassluis outbound - **Photo : Mark de Bruin (c)**

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