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**The Dutch pilot tender ENDEAVOUR seen "dry" at the Breskens Yacht Service in Breskens for hull cleaning**  
**Photo : Jamie Reurink (c)**

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## EVENTS, INCIDENTS & OPERATIONS



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The newbuilding hull **I-BOX** arrived under tow of the tug **WATERMAN** in IJmuiden for further transportation to Kampen - Photo : Willem Koper (c)

## Couple's £1.8m gift to lifeboatmen takes to the water

A NEW lifeboat bought with the help of a £1.8m donation from an Oxfordshire couple was named by Princess Anne last Wednesday. The £2.7m Tamar class boat was named **Alfred Albert Williams** at a dual ceremony when the Princess Royal also officially opened the lifeboat's new home at Bembridge, on the Isle of Wight. The lifeboat is named after a Hampshire man who was a close friend of the couple. [RNLI](#) personal donations manager Martin Wilson said: 'The couple donated £1.8m towards the then-cost of a Tamar lifeboat for the RNLI, but wished to remain anonymous.'



'The couple approached the RNLI in 1999, wishing to donate a lifeboat. Sadly, both the husband and wife have since passed away.' The couple were keen sailors and owned a boat which was moored at Gosport. When they decided to help pay for a lifeboat, they asked that it be named after Mr Williams, who worked on their boat for them. Mr Williams, who lived in Gosport, joined the Royal Navy in 1928, aged 15, and served until 1956. After leaving he worked on boats and yachts until he was 87. He died in 2006, and never knew where the lifeboat bearing his name would be stationed.



His daughter Sue Slater, who will attend the naming ceremony, said: "It's just fantastic to think a lifeboat is going to bear my father's name. "It was very thoughtful of donors to use my dad's name but from what he told me about them, it's just the type of thing they would do. "My dad was a Chief Petty Officer in the navy and worked as yacht skipper for the donor's father.

"He always called my dad The Chief, because of his rank, and that nickname just stuck. "In later life, dad worked for the donor himself, and was always called The Chief by him and his wife, right up until the day they passed away." The new Bembridge RNLI lifeboat station replaced a building dating back to 1867. A £1m appeal was launched in 2008 to help towards the cost of the station and the lifeboat, and the building was completed last year. Source : Oxford Mail



The newbuilding hull **I-BOX** seen under tow of the [Wagenborg](#) tug **WATERPOORT** and assisted by the pushertug **WATERLELIE** from IJmuiden to Kampen – Photo : Marcel Coster (c)

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## Baltic index turns positive, upside seen capped

The Baltic Exchange's main sea freight index , which tracks rates to ship dry commodities, turned positive on Wednesday, helped by modest iron ore cargo business. Brokers said the spectre of growing financial turmoil and rapid

fleet growth was expected to keep dry bulk freight rates under pressure in the coming months. The overall index rose 0.64 percent or 8 points to 1,265 points. It had fallen for two sessions previously. Brokers said there had been iron ore cargo bookings by mining majors in recent days from Australia to China over concerns that a typhoon that hit part of China on the weekend may have led to vessel delays. "I don't see very much change in the market for time being," said Nigel Prentis, head of research, consulting and advisory with HSBC. "We would certainly hope to see an uptick in sentiment and activity in the fourth quarter -- that's about all we can hang our hat on at the moment." Earlier this month the index dropped to its lowest in more than three months after falling for 18 consecutive sessions. It has remained erratic and has declined over 25 percent this year.

Worries over the health of the world economy signaled more pain and even bankruptcies among dry bulk ship owners, who are getting rock-bottom rates to carry cargoes such as coal and now face a glut of new vessels ordered when times were good. The Baltic's capesize index rose 1.51 percent as average daily earnings to \$10,196 a day. Capesizes typically haul 150,000 tonne cargoes such as iron ore and coal. "Capesize freight rates remain stuck around the \$10,000/day-mark while panamaxs are flat around \$11,800/day. Forward curves are virtually flat for both segments in the near-term," Arctic Securities analyst Erik Nikolai Stavseth said in a note. The Baltic's panamax index rose 0.47 percent. Average daily earnings for panamaxs, which usually transport 60,000-70,000 tonne cargoes of coal or grains, reached \$11,827.

"The panamax market continued its summer lull this week as well. However it seems that rates have found their logical bottom - at least in the Pacific basin," broker Fearnleys said. Brokers said they were watching for further economic developments in China, which was been a vital supporting factor for the freight market. China bought substantially more copper and iron ore in July than June, although surprisingly weak crude imports jarred. Analysts warned it was too soon to declare that Chinese exports can hold up in coming months as debt worries, sluggish consumer spending and now wildly volatile financial markets plague its two biggest customers. "While we have previously estimated Chinese iron ore imports to reach 690 million tonnes in 2011, we now see this as less likely and thus negatively impacting our dry bulk market balance," Stavseth said. Analysts said ship supply continued to act as a major drag on the dry freight sector. Demand has a long way to catch up before rates will see significant improvements," said consultants Maritime Strategies International. "MSI anticipates earnings to remain close to current averages for the next six months, indeed slightly lower going into 2012 on the back of seasonal demand weakness." **Source:**

Reuters



The [Boskalis](#) TSHD [GATEWAY](#) seen discharging at Barrow Island (Australia) –[Photo : Jean Dajean \(c\)](#)

## Pirates Hunting in Packs

### Maritime Security Company Worries About Possible New Trend

A Somali pirate attack on a merchant vessel on Sunday could possibly signal the start of a new tactic of "hunting in packs", a maritime security company said Monday. The attack off the coast of Eritrea in the Red Sea, flagged up by the International Maritime Bureau, was carried out by 12 skiffs, with five to eight pirates on each, and was only rebuffed by an on-board security detachment. "What marks this attack out for special attention, and the reason it



should be of particular concern to all shipping companies and members of the maritime community is that in this instance, it would appear the pirates attacked in large numbers, en masse," Neptune Maritime Security said.

"Whether this represents a genuinely new approach to tactics by pirates is as yet unknown," the company added. "What is clear, however, is that only the presence of an armed security detail on board the bulk carrier ensured its continued safe passage and the safety of its crew and cargo." **Source : Somalia Report**



[Seatrade's SPRING DELI](#) seen departing from Willemstad (Curacao)

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

## Surplus oil tankers vie for cargoes

A glut of oil tankers competing for Middle East crude expanded as demand for the vessels slowed. There are 22.5 per cent more very large crude carriers, or VLCCs, for hire over the next 30 days than there are likely cargoes, according to the median in a Bloomberg News survey of five shipbrokers and owners. That compares with a 12.5 per cent excess on July 26. VLCCs can ship two-million barrel cargoes. Demand has been "low" for the past week, causing the excess to build, Nikos Varvaropoulos, a Dubai-based official at Optima Shipbroker Ltd, said. Owners are contending with a fleet that is expanding at more than twice the speed of demand. **Source: Bloomberg**



[Mediterranean Shipping Company's MSC FABIOLA](#) seen arriving in Rotterdam-Europoort –

Photo : Peter Andriessen - [www.tughunter.nl](http://www.tughunter.nl) ©

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## Shipowners will have to scramble to meet new PRC pollution regs

Shipowners with vessels trading to China are going to have a relatively short time frame in which to enter into a pollution clean-up contract with a pollution response contractor approved by China's Maritime Safety Administration (MSA). The contracts must be entered into, before any ship enters a People's Republic of China (PRC) port, by owners/operators of (a) any ship carrying polluting and hazardous cargoes in bulk or (b) any other vessel above 10,000 gt. They are required under PRC Regulations on the Prevention and Control of Marine Pollution from Ships. Approved clean up contractors will be categorized by the MSA in accordance with their qualifications and response capabilities and will be assigned level 1, 2, 3 or 4 status. Operators will need to contract with an approved clean up contractor in accordance with the size, type and the intended operation of the vessel. Shipowners who members of P&I Clubs in the International Group have been informed that it is now understood that the lists of all approved contractors will be issued in October 2011. The requirement to contract with an approved clean up contractor will still be enforced in all Chinese ports from January 1, 2012. There will therefore be a relatively short period of time for operators to contract with an approved spill responder. The International Group has previously advised members that the term "operator" for the purposes of concluding and signing the contract with a clean up contractor is defined by the MSA as the owner, manager or actual operator of a ship. In respect of those operators not domiciled in China, the International Group now understands that the ship's agent in port, Club correspondent, local law firm or another legal entity located in mainland China (not Hong Kong, China or Macau, China) may sign the contract on behalf of the operator if authorized by the operator to do so. The International Group understands that the Master may also sign the contract, which may be necessary in certain circumstances, for example where speed is necessary, although an authorization would still be necessary for the Master to sign on behalf of the operator. The International Group is considering the development of a standard form authorization letter for overseas operators for this purpose and is also continuing to consider the development of supplemental and amending clauses for inclusion in the contract. **Source:** Marine Log



The **AMALIA** seen enroute Amsterdam – Photo : H.Blomvliet ©

## Wilh. Wilhelmsen Holding: Second quarter results 2011



Wilh. Wilhelmsen Holding ASA's (WWH) topline lifted by continued increase in volumes transported deep sea. Underlying development in the group's activities is positive.

**Photo : Piet Sinke ©**

The operating profit for WWH amounted to USD 71.4 million for the second quarter, up 23.8% from the first quarter. Total income came to USD 838.8 million, up 11.3% quarter-on quarter. "The export out of Japan

rebounded faster than expected after the earthquake. Despite reduced Japanese production in the beginning of the quarter, the group recorded a total volume increase of 8% quarter on quarter, supported by continued export out of Korea and high and heavy volumes," says Thomas Wilhelmsen, group CEO at WWH. "With a modern and flexible fleet, we are confident with our tonnage position and ability to take part in the expected volume developments within cars and high and heavy cargoes."

"Our maritime services segment delivered increased income and recorded higher activity within all of its three business areas. Operating profit and operating margin is still somewhat disappointing. With a substantial share of revenue in USD and the majority of costs in local currencies, a low USD has a negative effect on the operating profit and consequently the operating margin," says Wilhelmsen. "The operating profit was also impacted negatively by increased commodity prices and a cost accrual made in the second quarter." "To rectify the situation in the maritime services segment a profit improvement programme has been introduced and we expected to gradually improve operating profit towards the end of the second half," says Wilhelmsen. Net profit after tax and minority for the group ended at USD 18.4 million for the quarter, down from USD 22.3 million in the first quarter. The board of WWH expects the underlying positive development of the group activities to continue, still driven by growth in Asian export and emerging markets economies. The profit improvement plan under implementation in WMS is anticipated to have a gradual positive effect on the results. Escalation of the debt problem in developed countries and continued depreciation of the USD may, however, prove to be challenging for the group's performance. **Source : Wilhelmsen Holding ASA's**



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## Dead ships conduit of hawala money in ship-breaking business in Alang

Dead ships in Indian waters are not just an environmental hazard but a security threat as well, security agencies have informed the government. But the lucrative business of ship breaking at Alang, Gujarat, and easy regulations continue to make it difficult to monitor the ships surreptitiously landing in Indian waters, especially during the monsoon.

In the inter-ministerial meeting on ship breaking, representatives of the Coast Guard pointed out that various foreign-made communication devices brought on board the ships to be dismantled had been taken ashore and not dismantled as required under the regulations. They said that in some case, emergency beacons on board some of these ships had been found in areas near the Alang ship breaking yard in Gujarat.

But this is not the only security breach emanating out of the ship breaking industry. The naval intelligence had much earlier warned of the ship breaking industry being run on hawala money with cash buyers operating as fronts. The intelligence had noted that a large number of cash buyers are Pakistani nationals based in London and the UAE. "Due to large profit margins, the Dawood group appears to have invested heavily in cash buyers thus having a stake in most deals," it had recorded. The key area of trouble for the authorities has been identifying the real owners of these ships coming in to Indian waters carrying flags of convenience and a corporate veil difficult to breach. It was recorded by the government in May 2011 that the Gujarat Maritime Board (GMB) and customs were unable to verify the records of some of the ships. It was suggested that the DG shipping be authorized to first verify records before the ships are allowed to dock at the Alang yards.

But the GMB officials said this would be acceptable to them only if the DG shipping was able to carry out such verification within 48 hours or it would presume that the records provided by the ship are authentic. The matter is yet to be resolved between the various authorities. **Source : Indiatimes**



The **YOGI** seen moored in the port of Maassluis – **Photo : Peter vd Hoff ©**

## ONGC divers to identify Rak leakage source



The Directorate General of Shipping on Wednesday sought a team of expert divers and a diving support vessel from state-run ONGC to help identify the source of leakage from sunken vessel **MV Rak Carrier**. "The water depth at the incident site is about 35 metres and above 20 metres, special saturation divers who can handle the water pressure are required for the task. We have divers who have the experience and expertise for the job as they check our pipelines and structure on a daily basis," said A K Jain, executive director, chief offshore logistics, ONGC.

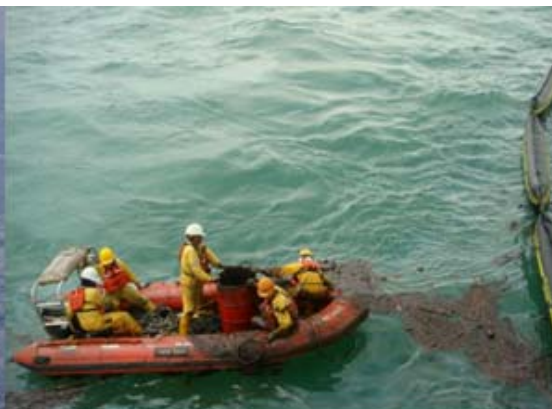
The vessel, called a saturation chamber, lowers a bell into the water with the divers inside. The plan is that the divers will locate the source of the leak and the salvage company, **Titan Salvage**, will remove the remaining oil. The leak may possibly be due to a split in the vessel or a vent hole in the oil tank, sources said. The divers will be mobilized by Thursday, subject to weather conditions, and the cost will be borne by the owners of the vessel.



The tug **NORSUND** departed under her new name **NORSUN** and Belize Flag from Rotterdam

Photo : Ruud Zegwaard ©

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## Mundra port bans old ships after oil spill

India's Mundra port has banned ships older than 25 years of age from entering its waters after a sunken cargo ship leaked oil off the coast of Mumbai last week, a maritime firm said on Wednesday. Panama-flagged cargo ship **Rak Carrier**, carrying 60,000 tonnes of Indonesian coal, sunk last Thursday on its way to Gujarat and caused an oil spill visible for up to 12 nautical miles.

Mundra port authorities informed shipping companies in a letter that state regulators would soon make an announcement implementing the ban. "No new chartering of vessels over 25 years old is to be henceforth carried out if the vessels are planning to work cargo at any port owned (by the Gujarat Maritime Board). Such vessels will be banned from entering," said shipping and logistics firm GAC. Rak Carrier, built in 1984, lost its safety certification last November and was anchored off Mumbai for 10 days before sinking, industry officials said. **Source : Indiatimes**



The **UAL AMERICA** seen arriving in Houston last week – **Photo : Harry Stott ©**

## BP files suit against TNK-BP partner

Oil giant BP has filed a suit with a Stockholm tribunal against Renova, one of its partners in its TNK-BP Russian joint venture, over Renova's unwillingness to allow it to team up with local giant Rosneft, RIA Novosti reports citing Kommersant business daily. BP signed an agreement in January with Russia's largest oil company Rosneft, in which it would have gained the right to develop Russia's Arctic shelf, and swapped \$16 billion worth of stock with Rosneft.

AAR, BP's partner in the TNK-BP joint venture, objected saying TNK-BP's shareholder agreement compelled BP to offer any Russian project to TNK-BP first. The Rosneft deal, which was supposed to bolster BP's reserves, flopped.

Renova, the holding company of billionaire Viktor Vekselberg, is part of AAR. Renova, through its IES Holding, owns gas and gas distribution assets in Russia and Ukraine. A Renova source said the company did not understand BP's argument. "We are sure that Renova did not violate the shareholder agreement and are ready to prove it at all levels," the source said. **Source : PortNews**

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## CASUALTY REPORTING



The barge fully laden with coal stranded at Meulaboh, Aceh (Indonesia) as seen August 10<sup>th</sup> -Photo's : maR milaS ©



The tug seen pulling on the grounded barge (LOL)

## Two dead as cargo ship collides, sinks in southern Philippines

Two crew members died when a cargo ship sank after colliding with another vessel in the southern Philippines, the country's coast guard reported Wednesday. The **MV Bulk Carrier 1** sank after a collision late Tuesday with the Monrovia-registered MV **HS Puccini** left a hole in its hull. The incident occurred in Sarangani Bay, 1,050 kilometres south of Manila. Regional coast guard commander Roy Echeverria said 21 crew members of the **Bulk Carrier** were rescued from the accident. But two crew members were declared dead as they were thought to be trapped inside the sunken ship, he said. The two victims were engineers, working inside the engine room when the collision occurred. Echeverria said the coast guard had dispatched an environmental protection team to contain an oil slick detected in Sarangani Bay following the accident. 'My men have sprayed dispersant to minimize the volume of fuel spreading towards the shoreline,' he said. Source : [monsterandcritics](#)

### NAVY NEWS

## First Chinese aircraft carrier begins maiden voyage



China's first aircraft carrier swept through fog-shrouded waters last Wednesday to open sea trials that underscore concerns about the country's growing military strength. The mission by the refurbished former Soviet carrier marks a first step in readying the craft for full deployment.

China says the ship is intended for research and training, pointing to plans to build up to three additional carriers in China's own shipyards. China has spent the better part of a

decade refurbishing the carrier formerly known as the **Varyag**, and the 300-metre vessel departed from the northern port of Dalian, where it is being overhauled. Beijing's carrier programme is seen as the natural outgrowth of the country's military expansion, fed by two decades of near-continuous, double-digit percentage increases in the defence budget. China's announced military spending rose to \$91.5bn (£56.4bn) last year, the second highest in the world after the United States. While the development of carriers is driven largely by national prestige, China's naval ambitions have also been brought into focus with its claims to disputed territory surrounding Taiwan and in the South China Sea.

[http://www.youtube.com/watch?v=zSfa5QoMpsI&feature=player\\_embedded](http://www.youtube.com/watch?v=zSfa5QoMpsI&feature=player_embedded)

Taiwan, the island democracy claimed by China as its own, has responded by developing missiles capable of striking carriers at sea. An illustration at a display of military technology in Taiwan's capital Taipei Wednesday showed a Hsiung Feng III missile hitting a carrier that bore striking similarities to the former **Varyag**. Source : [Independent](#)

See the removal of the canvas from the weapon systems onboard at :

<http://you.video.sina.com.cn/api/sin...7cvkj1xU/s.swf>

## Former destroyer to become part of reef last Wednesday





Some of the sailors who served on the Navy destroyer **USS Arthur W. Radford** gathered last Wednesday to watch it be pushed to the bottom of the Atlantic Ocean to become part of a manmade reef. "It's sad to see it being sunk," said Lee String, 46, of Westville, N.J., who served on the ship in 1985 as a welder,

pipefitter and plumber. "It was once a proud-looking ship, but it's better to see it go to that purpose rather than razor blades."

Officials say the 563-foot ship, which was decommissioned in 2003, will be the longest vessel ever sunk as an artificial reef in the Atlantic Ocean. Plenty of manmade objects, including several retired New York City subway cars, are already submerged in the Atlantic to create habitats for sea life and new opportunities for deep-sea anglers and scuba divers. The **Radford's** resting spot is to be under about 130 feet of ocean on a reef known as the Del-Jersey-Land reef. Created by Delaware, Maryland and New Jersey, the reef is roughly equidistant from each state's shoreline. It lies about 25 miles off the Indian River Inlet in Delaware; Ocean City, Md.; and Cape May, N.J. Officials chartered a ferry for those who served on the destroyer, journalists and others to watch the sinking Wednesday. Many of the more than 200 people who took up the offer were wearing hats or shirts with the destroyer's name. Some carried books of photos that had been taken aboard the **Radford**. The ship, named for the chairman of the Joint Chiefs of Staff under President Dwight Eisenhower, was launched March 1, 1975, and was commissioned two years later. Over the next 26 years, it visited Venezuela, Panama, Argentina, Brazil, Senegal, Oman, Bahrain, Nova Scotia, Italy, Turkey and the Azores islands off the coast of Portugal. One former sailor who was witnessing the sinking planned to pay a visit to the ship. Douglas Warner, 48, of Virginia Beach, Va., just retired after 30 years in Navy, including two years aboard the **Radford** as combat systems officer. "Being a diver myself, I'm looking forward to hopefully next year coming back up here and being able to dive on her," he said. **Source : ABC2 News**

## Sub repairs frustrating

With three of its four submarines undergoing expensive and delayed repairs, Canada's role under the waves is the subject of renewed controversy. "We keep hearing from (the Defence Department) that the subs are OK, that they're gonna be fine, but we've been hearing this for 10 years," said NDP defence critic Peter Stoffer on Monday. "Whoever kicked the tires on these didn't do a good job, and this is taking money away from other aspects and operations of (the Defence Department)."



Canada bought its fleet of four Victoria-class submarines second-hand from Britain in 1998 for \$851 million to replace its aging fleet of Oberon-class submarines. Stoffer said that "it seemed like an excellent deal" at the time to increase the navy's capabilities but subsequent repairs have meant the submarines have spent little time operating. Defence Department spokeswoman

Jocelyn Sweet confirmed that **HMCS Windsor, Victoria** and **Chicoutimi** are undergoing what the navy calls "extended dockside refit." **HMCS Corner Brook** is Canada's only operational submarine.

Sweet said **HMCS Windsor** is expected to be operational by 2012, but she wasn't willing to provide cost estimates on the work or projected completion dates for the other subs. "We never get an actual figure on the repair costs; (the Defence Department) will tell you one thing at one time and then another thing down the road. I think it is a moving target," said Stoffer, the MP for Sackville-Eastern Shore. "I'm sure the men and women of the military are just as frustrated with the problems we've faced with these pieces of equipment."

But a reporter for Jane's Defence Weekly points out that while the Victoria-class vessels have had "more than their fair share of problems," having one in four submarines operational is fairly common. "This isn't the Dodge in your driveway," said Sam LaGrone, a United States maritime reporter for Jane's. "The one-in-four ratio is a fairly good one."

**... The thing about submarines is they are a lot more labour intensive than surface ships."**

The British navy maintains four ballistic missile submarines with the aim of having one operational at all times. LaGrone said that just as mechanical breakdowns are more serious when they happen on a boat than in a car, they are even more severe when they happen underwater. Therefore submarines require significantly more maintenance and preventative repair. The four submarines were commissioned by England during the late 1980s early 1990s. According to Jane's, they are hunter/killer diesel-electric submarines designed for combat near shore. The submarines, said LaGrone, can threaten a much larger surface force by running undetected on battery power. With the Soviet Union's collapse, the threat disappeared that the vessels were designed to counter. According to David Mugridge, a senior research fellow at Dalhousie University, the new maritime environment is "increasingly unstable," with unconventional attacks coming from failed or rogue states.

He points to the waters off Somalia, where six men in a speedboat "with a few AK-47s" can tie up hundreds of millions of dollars in naval hardware, and to states like Iran and Libya, where naval forces use smaller boats in combat near shore. Despite this, Mugridge considers the submarines necessary to Canada's navy. He said they can operate in the Arctic to enforce Canada's territorial claims to the North, accompany frigates patrolling rogue states, and gather intelligence undetected.



"The **Chicoutimi** incident (left) prejudiced the way submarines were portrayed in the media for a generation," said Mugridge of the 2004 fire aboard **HMCS Chicoutimi** that left one sailor dead. "But submarines have an important role to play. If you eliminated your program for, say, 10 years, it would cost you three or four times more to regenerate." Source : [TheChronicalHerald](#)

## Russia to decide fate of sunken nuclear subs

Russia must soon decide what to do with two sunken nuclear submarines in the Barents and Kara seas in order to avoid potential radioactive pollution of the area, a senior Russian nuclear official said on Monday. - We must decide as soon as possible whether we will lift these subs or bury them completely on site, Ivan Kamenskikh, deputy general director of Russia's nuclear corporation Rosatom, said at a conference on board the Yamal nuclear icebreaker, RIA Novosti reports.

The two submarines in question are the November class nuclear submarines **B-159 (K-159)**, which sank in the Barents Sea in August 2003, 248 meters down, with nine of her crew and 800 kilograms of spent nuclear fuel, while being moved for dismantling and the **K-27**, which was dumped in the eastern Kara Sea in 1982. The latter was an experimental attack submarine built in 1962 and decommissioned in 1979 due to its troublesome nuclear reactors. Her reactor compartment was sealed before the sub was dumped at a depth of 33 meters.

- I think the issue should be resolved in 2012. To lift them will cost a lot of money, but we must decide on their fate now to make sure that in the future we will not have problems with radioactive pollution of the areas where these subs are located, Kamenskikh said, adding that at present radiation levels at the wreckage sites are normal. The official also said that the wreck of a third sunken submarine, the **K-278 Komsomolets**, will most likely remain at the site of the accident forever, as the salvage operation will be too costly and dangerous. This submarine sank in the Norwegian Sea



on April 7, 1989, south of the Bear Island. The submarine sank with its active reactor and two nuclear warheads on board, and lies at a depth of 1,685 meters. **Source :** [barentsobserver](#)

## SHIPYARD NEWS

A large blue and white ship with 'ROLLDock' written on its side, sailing on the water. The ship has a complex superstructure with many pipes and cranes.

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The 2008 built **GRANDE GHANA** seen in drydock at the **SHIPDOCK** yard in Amsterdam

**Photo : H. Blomvliet ©**

## China Rongsheng secures \$220m of bank loan

China Rongsheng Heavy Industries has secured a \$220m syndicated loan from the Export-Import Bank of China and Paris-based Credit Agricole Corporation and Investment Bank. The loan from an overseas bank marks the gradual tightening of credit against the backdrop of a series austerity measures recently taken by the Chinese government to rationalise credit activities. "Facing tighter credit in China, the \$220m loan changes the proportion of debts from foreign and local banks, and provides us with an opportunity to implement foreign exchange risk measures and lower

our financing costs," said Chen Qiang, ceo and executive director of China Rongsheng. China Rongsheng said the loan will be used to complement its working capital. **Source : Seatrade Asia**

## **HMM orders its largest ships ever**

South Korea's Hyundai Merchant Marine announced Wednesday that it has placed a newbuilding order for five 13,100 teu large containerships at Daewoo Shipbuilding & Marine Engineering, Seatrade Asia reports. The newbuildings worth around KRW 695bn (\$643m) in total are the largest a South Korean liner has ordered and will be among the largest for the New World Alliance. HMM said by enlarging ship types it will be able to cut costs and strengthen competitiveness.

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The **MAERSK CAMERON** seen moored in Singapore - **Photo : Piet Sinke ©**

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

## **Maersk intra-Asia specialist MCC to start Shanghai-Chittagong loop**

MAERSK's intra-Asia Singapore-based carrier MCC will start a service, called the Shanghai 1 (SH-1) from September 11 from Shanghai to Chittagong that it claims will provide the "fastest transit time in the market" while at the same time giving connections to south east Asia through transshipment at Tanjung Pelepas, Shipping Online reported.



The new Shanghai 1 service runs on a 28-day rotation covering the ports of Tanjung Pelepas, Chittagong, Tanjung Pelepas, Singapore, Shanghai and back to Tanjung Pelepas. Shippers can start booking on Shanghai 1, aboard the MCC Dhaka. The new Shanghai 1 service offers a new direct service from Shanghai to Chittagong with a 13-day transit time, a new direct service from Singapore to Shanghai, as well as from Chittagong to Singapore and from Chittagong to Shanghai.

Through transshipment, connections can also be made from Russia to Chittagong, Kwangyang to Chittagong, Shanghai to Indonesia's Songkhla and Kuantan as well as to Vietnam. There are also good connections to be made between Chittagong and Singapore to Korea and between Chittagong and Singapore to Russia. **Source PortNews**



The pilotboat of Lerwick **KNAB** delivering the pilot for the tall ship **EENDRACHT** entering port for the **TSR 2011**.

**Photo : Bernt R. Koning (c)**

## **JV Van Oord, Dredging International Australia win contract for Western Basin main works dredging**

Van Oord Australia Pty Ltd and Dredging International (Australia) Pty Ltd, member of the DEME Group, have been awarded a third contract for the Western Basin Main Works Dredging at the Port of Gladstone. This third contract signed with the Gladstone Ports Corporation on 15th July 2011 represents a value of AUD 120 million (EUR 90 million) and involves the dredging of Parcel 7 for the Western Basin Development. The total value of the three contracts awarded to date by the Gladstone Ports Corporation to the Joint Venture for the same Western Basin development exceeds AUD 925 million (EUR 695 million).

The dredging volume of Parcel 7 will be approximately 2.9 million m<sup>3</sup> for the construction of one coal berth, comprising a berth pocket, berth pocket extension, departure/arrival channel and a swing basin. The multi-billion dollar industry-funded Wiggins Island Coal Terminal is expected to provide 80 million tonnes per annum in additional export coal capacity through the Port of Gladstone once fully commissioned. The Wiggins Island Coal Export Terminal Pty Ltd (WICET) is owned and being developed by existing and potential coal exporters in Queensland. The total scope of

work for all three contracts awarded to date to the JV Van Oord Australia Pty Ltd and Dredging International (Australia) Pty Ltd includes the dredging of various channels, swing basins and bypass channels for the access to various berth pockets, embarkation docks and material offloading facilities. The total dredging volume of the three contracts will exceed 27 million m3 of dredged material.

Dredging has commenced in early June and will be completed in 2014. A heavy-duty cutter suction dredger with floating booster stations, a large trailing suction hopper dredger, two backhoe dredgers, a backactor and a spread of split barges will be deployed to execute these important dredging assignments. Special attention will be given to the Environmental Management and the Management of the Possible Acid Sulphate Soil in the reclamation area. All environmental and dredging plans are verified and permits are in place.

The dredging of the Western Basin Dredging Project will facilitate both the provision of increased long term export coal capacity and the export of the LNG produced at the facilities under construction in Gladstone. The AUD 1.3 billion (EUR 985 million) development of the Western Basin area will expand the footprint of Queensland's largest multi-commodity port and will make the Port of Gladstone one of the largest ports in Australia. **Source: deme**

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## **Matson discontinues CLX2 China-Long Beach Express**

Citing sustained high fuel prices, downward rate pressure and overcapacity in the Transpacific trade, Matson reports that it is discontinuing in late August its expanded China – Long Beach Express containership service (CLX2), which includes service to and from Hong Kong, Yantian, Shanghai and Long Beach. Discontinuing the CLX2 service will have no impact on Matson's original China – Long Beach Express service (CLX1), which was launched in 2006 and has consistently delivered premium expedited service from Xiamen, Ningbo and Shanghai to Long Beach over the past five years.

The cost model for the two services is considerably different, says Matson, with the CLX1 service benefiting from round trip economics, generating revenue for both westbound and eastbound voyages. The CLX2 provided direct service from Long Beach to China, resulting in a cost model entirely dependent on the market conditions of the Transpacific trade, which is currently challenging for most carriers as a result of chronic high fuel costs and aggressive rate actions in the trade.

"Matson's expanded service that was launched last year succeeded in achieving our service goals and building on our customer base," said Matt Cox, president. "Unfortunately, the economics of the Transpacific trade have shifted dramatically in the relatively short time since we developed the model. Sustained high fuel prices, rate volatility and overcapacity in the Asia market have made this growth initiative unprofitable. Unlike Matson's first China – Long Beach Express, which includes calls in Hawaii and Guam en route to China, resulting in revenue for both westbound and eastbound voyages, the second string sailed directly from Long Beach to China, making the economics of the service during this period exceptionally difficult. Since its inception, Matson's CLX1 service has weathered comparable negative operating environments in the Transpacific trade; we are confident in the long term viability of that service and remain committed to delivering a premium service for our customers, distinguished by fast transit times, industry leading on time arrivals and next day cargo availability."

The CLX2's last eastbound sailing from Shanghai will depart on August 21. Westbound service from Long Beach to China will continue until September 3. Discontinuing the CLX2 will not affect Matson's CLX1 service schedule, nor the company's Hawaii and Guam services.

"Matson appreciates the support our customers gave to this expansion of our China service," Cox added. "As an organization, Matson succeeded in extending the quality of our service to new China markets, with an emphasis on



exceptional customer service, on time arrivals and next day cargo availability. The decision to discontinue the service was difficult but necessary, and was due entirely to the financial component of the expansion." Matson is a wholly owned subsidiary of Alexander & Baldwin, Inc. of Honolulu **Source : MarineLog**



The **MIGHTY SERVANT 1** seen at Singapore anchorage - loaded with **WEST ELARA** Jack Up Rig

**Photo : Jan Wolter Oosterhuis (c)**



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## Seaboard Marine posts \$11.1 million loss

**Seaboard Marine** posted an \$11.1 million operating loss in the second quarter as rising volume and rates were offset by higher fuel and trucking costs that it expects to produce losses through 2011, the Journal of Commerce.

The Caribbean and Central American carrier, part of Seaboard Corp., reversed an \$11 million operating profit in the second quarter of 2010. Net sales rose to \$236.5 million from \$215.6 million a year earlier. Seaboard said its results were hurt by higher-than-expected costs for vessel fuel, trucking and vessel charter hire per unit shipped.

"Management cannot predict changes in future cargo volumes and cargo rates or to what extent changes in economic conditions in markets served will affect net sales or operating income during the remainder of 2010," the company said. "However, based on recent significant cost increases for fuel and trucking, management currently anticipates continuing operating losses for the remainder of 2011."



Above seen **SCOTMARINE's** Damen built multi cat **ORCADIA** arriving Augst 10 in Stromness after her maiden voyage from Rotterdam – **Photo : Andrew Moors ©**

## MLC Progress

The Isle of Man has entered into a new tripartite declaration designed to improve the living and working conditions of all seafarers on Isle of Man-registered ships. The declaration is one of principle and formalises the relationship that will ensure that the MLC is recognised. This means it will apply to all vessels that the MLC applies to which will include Superyachts. This is being carried out in a tripartite forum between the Isle of Man Government, the Isle of Man Shipping Association and the seafarers' representative unions, which has been in place for many years.

The forum has been a key element in the continued success of the Isle of Man's Ship Registry as it demonstrates the commitment to the seafarers serving on its ships to ensure they are provided with the right living and working conditions, employment conditions and pay.

The "Declaration of Principles", originally agreed and signed in 2003, has been revised to bring it up to date with international developments. Additionally, the Declaration recognises the importance of the Maritime Labour Convention (MLC) and demonstrates how the Isle of Man is working towards its adoption. The MLC, which is expected to enter into force in 2012, will be the new standard enforced globally to cover the rights of seafarers.

Dick Welsh, Director of the Isle of Man Ship Registry said: "The tripartite relationship, which has been developed over many years in the Isle of Man, is invaluable in our work on the new convention. It is a forum by which we can consult on draft policies and regulations, which gives the ship owners and the unions a real chance to shape the future for seafarers." **Source : ShipTalk**

## India's shipping ministry plans to upgrade 24 ports

India's Shipping Ministry has earmarked \$3.8bn for 24 port upgrade projects this year, compared with the \$903m spent on 12 projects last year, Worldmaritimenews reports. The cash injection will add capacity of 232.43m tonnes per



year. Of the 24 projects, 12 are entirely new and the rest are carried forward from the last two years. The biggest project is that of Haldia Dock 2 in Calcutta, which will take a \$452m slice of the funds. Source : PortNews



ITC's **TEMPEST** seen arriving with the **VIKINGBARGE 7** in Rotterdam-Europoort

Photo : Crew SD Seal ©

"Op zaterdag **24 september 2011** zal een functioneringssluiting van de stormvloedkeringen in de Nieuwe Waterweg en het Hartelkanaal plaatsvinden. Rijkswaterstaat dient, als beheerder, regelmatig het gehele systeem van mens en machine op functionaliteit te beproeven. Om het computersysteem te kunnen testen is het noodzakelijk beide stormvloedkeringen tegelijkertijd te sluiten. Benadrukt wordt dat er tijdens de stremming ter hoogte van de stormvloedkering in de Nieuwe Waterweg gedurende **circa 18 uur** geen doorvaart mogelijk is.

- **Stremming Nieuwe Waterweg**

- Van: zaterdag 24 september 2011 circa 06:20 uur
- Tot: zondag 25 september 2011 circa 00:40 uur

- **Stremming Hartelkanaal er zal geen doorvaart mogelijk zijn ter hoogte van de Hartelkering**

- Van: zaterdag 24 september 2011 circa 07:10 uur
- Tot: zaterdag 24 september 2011 circa 17:40 uur

- **Stremming Hartelsluis**

- Van: zaterdag 24 september 2011 circa 03:20 uur
- Tot: zaterdag 24 september 2011 circa 17:40 uur

Indien door onvoorziene omstandigheden deze functioneringssluiting niet kan plaatsvinden zal deze een week later plaatsvinden. Data en tijden staan in de Bekendmaking aan de Scheepvaart nr.079/2011 vermeld."

## .... PHOTO OF THE DAY ....



Wagenborg's **WATERLELIE** seen in IJmuiden , the pusher tug is built as the **NEPTUNUS 12** during 1978 at the **Scheepswerf De Haas** in Maassluis, sailed from 1991 as **LEK** for **Interriver** and later (2002) for **Smit Transport**  
Photo : Willem Koper (c)

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