



Number 226 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 14-08-2011**

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



NO LIMIT
TAILOR MADE
WINCH SYSTEMS

www.dmt-worldwide.com

DMT group
DUTCH MARINE TRADING

Winches & DECK EQUIPMENT

Designing
Manufacturing
Trading

DMT WORLDWIDE
The Netherlands

sales@dm-t-worldwide.com



The FAIRMOUNT EXPEDITION seen enroute Rotterdam last Friday
Photo : Kees Torn (c)

**Due to working abroad the newsclippings
may reach you irregularly**

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

newsclippings@gmail.com

If you don't like to receive this bulletin anymore :
To unsubscribe click [here](#) (English version) or visit the subscription page on our website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

EVENTS, INCIDENTS & OPERATIONS

LOOKING FOR AFFORDABLE TV AT SEA?

- Fully Automated, All-in-one
- High Quality Antennas, dish from 28cm up to 1.2m
- Built-in GPS
- Unsurpassed Dynamic Tracking
- DVB Signal Identification
- Built-in Auto Skew Angle Control System (Larger Antenna's Only)
- Embedded HD module and TriSat function
- User-friendly Operation
- Tune in Your Favorite HDTV Channels

deepsea@alphatronmarine.com

www.alphatronmarine.com



The **LEWEK FALCON** seen moored in Singapore -Tuas - Photo : Capt. Jelle de Vries (c)

Shippers say China, India can offset U.S., Europe woes

Business from China and India is robust enough for shippers such as Paragon Shipping, Box Ships Inc and Seanergy Maritime Holdings not to be losing sleep over financial crises in the United States and Europe, executives said. Brokers, including Intermodal and Wells Fargo Securities, have said the market volatility sparked by Standard & Poor's U.S. sovereign debt rating cut and Europe's debt crisis, could trip the global economy into a double-dip recession and land a body-blow to dry bulk trade and the shipping sector generally. Aristides Pittas, CEO at Euroseas, said the market turmoil could slow growth in global and U.S. Gross Domestic Product. "This is something we will continue to monitor

closely as dry bulk and container trades closely follow GDP developments," he said on a conference call. The Baltic Exchange's main sea-freight index, which tracks rates to ship dry commodities such as coal and iron ore, has declined BY nearly a third this year as growth in demand to ship commodities has lagged the increase in vessel supply. Companies do not expect much short-term impact on the dry bulk market. "The dry bulk market is not affected by what we see today ... the instability in the United States and Europe," said Michael Bodouroglou, founder and CEO of Paragon Shipping, a dry bulk shipper valued at \$76 million. "This is because the dry bulk market is primarily driven by the emerging economies ... China, India and others." China's exports hit a record in July and the world's No.2 economy's imports of raw materials such as copper and iron ore saw strong gains. The recent fall in global commodity prices is expected to result in more Chinese buying. Bodouroglou, who also heads container shipper Box Ships, said the dry bulk market would remain challenging for the next couple of years. The business of transporting containers, however, looks much healthier. "We're looking at buying container ships because we believe this sector is in a different point in the cycle," he told Reuters by telephone from Greece. "The order book is much healthier and demand is being driven by Asian economies."

SCARCE FUNDS?

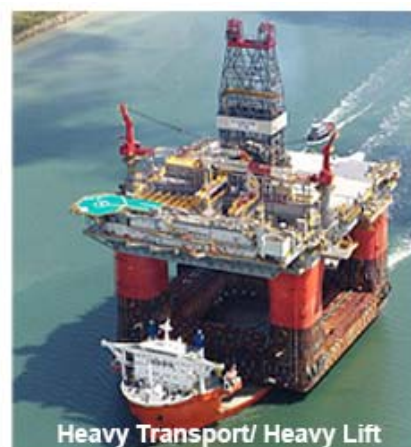
Growing overcapacity in world shipping is setting the market on course for a fresh crisis over the next two years, and weaker operators will fail, the head of ship financier DVB Bank told Reuters. Seenergy Maritime CEO Dale Ploughman said the market uncertainty could make it tougher for companies to access funds. "The dry bulk sector is not the flavour of the day and banks have their own problems and will be very picky on who they're prepared to support," he told Reuters. Bodouroglou warned that some companies may default on loans, although he added he did not see any liquidity issue at his companies. "There are companies which have breached covenants, and they may breach covenants," he said. **Source: Reuters**



The **DAHLIA** seen outbound from Rotterdam – **Photo : Kees Torn (c)**



Motion Monitoring Services
www.sirimarine.nl



Steel makers to get freedom on hiring ships

[Steel Authority of India Ltd](#) (SAIL) and another state-run steel maker will be exempted from routing transportation needs through the shipping ministry's chartering arm if they carry one third of their cargo on local vessels, giving the producers of the alloy greater autonomy. "What we have offered to Steel Authority and Rashtriya Ispat Nigam Ltd is

that if they can ship one-third of their cargo on Indian ships, there can be an exemption from Transchart,” shipping secretary K. Mohandas said in a phone interview from Delhi.

A five-decade-old Union government policy, designed to support the local shipping industry, mandates that all state-owned firms have to make their ocean transportation arrangements through Transchart. The policy gives first preference to local ships to move cargo to India, provided they match the lowest rates quoted by foreign ship owners in a tender. The steel ministry will ask the Union cabinet to approve a plan to allow SAIL, the nation's second-largest producer of the alloy, and Rashtriya Ispat to import raw materials directly on a request from the two steel makers. If the proposal is approved, steel will be the second commodity, after oil, to bypass Transchart.

The Indian National Shipowners Association has been lobbying to strengthen the Transchart system and ensure full deployment of their ships as they struggle with a fall in freight rates because of a global supply glut, amid rising costs. “Our basic objective is to promote Indian shipping,” shipping secretary Mohandas said. “Indian ships are currently carrying only 8% of India's external trade by volume,” he said, down from 35% about a decade ago. Local fleet owners do not have the type of ships that Steel Authority and Rashtriya Ispat need to transport raw materials, said an executive with a Mumbai-based ship broking firm, who declined to be named. “In that case, how will they carry even the one-third cargo,” he asked. Mohandas said that shipping ministry has not granted exemption to NTPC Ltd to ship 4 million tonnes of coal this year on its own, by-passing Transchart. **Source: Livemint**



The Singapore flagged **MAERSK BATAM** seen outbound from Rotterdam – **Photo : Harry van den Berg (c)**

WHOI searches for shipwrecks, German U-boats

Researchers from the [Woods Hole Oceanographic Institution](#) (WHOI) have joined a team of scientists from the [National Oceanic and Atmospheric Administration](#) (NOAA) to search the Graveyard of the Atlantic for the remains of German U-boats and the ships they did send to the seafloor (global-adventures.us reported here). The waters off the coast of North Carolina were the site of a devastating period for the United States during World War II. Dozens of ships, mostly merchant vessels, were sunk during this time period by German submarines.

Today, the remains of those ships, along with several U-boats, rest at the bottom of the Atlantic. NOAA estimates that more than 50 vessels were lost to U-Boat assaults from January to August 1942 alone.

“They sank ships at will,” says Evan Kovacs, director of 3D photography for WHOI's Advanced Imaging and Visualization Lab (AIVL), which is embarking on a 10-day mission to provide NOAA with the first 3-D optical survey of the undersea wrecks off the Carolina coast. “We hope to get a full 3-D picture of several sites so that NOAA can go back and assess the wrecks' condition and the impact of the ships on the marine environment. We're breaking new ground.” The mission, currently in progress aboard the NOAA vessel SRVx, employs a remotely operated vehicle (ROV) outfitted with several underwater 3-D and high-definition camera systems developed by Lange and Kovacs. Over the course of the survey, the ROV pilot will work closely with technical dive teams in surveying the wrecks previously

identified by the side scan sonar survey. The NOAA, National Park Service (NPS) and WHOI teams expect to conduct these optical surveys and close up inspection task on targets as deep as 500-600 feet. The dive teams will utilize AIVL's smaller diver-operated underwater 3D and 2D imaging systems in order to acquire imagery that would be difficult for the ROV to accomplish.

"This is our first large-scale marine archeology program with NOAA," said AIVL Director Bill Lange. "We hope it will be the first of many such cooperative programs." Lange and his team have been conducting similar marine archeology programs with the National Park Service and State agencies over the last 5-6 years.

The WHOI survey and mapping effort is the most detailed phase of the project, which is coordinated by NOAA's Monitor National Marine Sanctuary. Previous stages utilized a sonar system to provide a wide-area remote-sensing survey to give researchers a 'big picture' or birds-eye-view of the battlefield area. NOAA then employed a multi-beam sonar system to "zoom in" on some of the wrecks for a closer look.

WHOI's mission will deliver what promises to be the most dramatic still and video images, which will provide the detailed data needed to fashion the large, two- and three-dimensional mosaic maps of the shipwreck sites. "These videos will be used to create detailed pictures that researchers can use to monitor changes in that vessel over time" NOAA project officials say on their website. "The 3D videos will also make exceptional education and outreach tools. As a program that has dual responsibilities for both science and education, this system integrates perfectly with our program objectives," said Joe Hoyt, Principal Investigator for the Battle of the Atlantic Project. "Using the imagery we collect on this expedition, we hope to work with NOAA in the future to create educational videos," said Lange. A number of television documentaries are also in development to cover these expeditions.

Lange and his AIVL colleagues have surveyed numerous high-profile wrecks using high-end deep submergence platforms, most notably the Titanic, as well as natural formations on the seafloor. The WHOI researchers are particularly excited by their role in the project because of its potential to provide a first look at a critical piece of wartime history. "They've known about some of these ships for decades," Kovacs said, "but this will be the first time the site will be surveyed and mapped in such detail." In addition, project researchers will be on the lookout for one of the last of the known German U-boats in the area, which has yet to be found. The coast of North Carolina did see devastating battles during World War II. German U-boats sank dozens of ships, mostly merchant vessels. **Source :** [global-adventures](#)



The **FS PHILIPPINE** seen leaving the IJmuiden locks outbound – **Photo : Simon Wolf ©**

3 North Korean fishing boats drift over NLL

Three small fishing boats carrying seven North Koreans were discovered drifting or partially submerged on the southern side of the de facto maritime border late Thursday, the South Korean military last Friday. Three of the North Koreans were sent back over the border while the other four were under investigation, the military said. The Joint Chiefs of Staff said the South's authorities rescued a 1.5-ton North Korean barge from sinking near Baengnyeong Island on the southern side of the Northern Limit Line at 7:12 p.m. on Thursday. Two men aboard were bailing water out of

the ship at the time, the JCS said. Another small North Korean barge, also carrying two North Korean men, was discovered in a similar situation nearby, later at 9:30 p.m. The JCS said it was investigating what the four men were doing in South Korean waters. Meanwhile, a fuel-powered wooden boat was observed drifting without fuel near Baegnyeong Island at 11:35 p.m., which the South sent back at 2:38 a.m. yesterday after providing gas. Three North Koreans aboard the ship were also repatriated, it said. "We sent them back after confirming that they had no intention of defecting and that is what we usually do [in these circumstances]," said a JCS official. It is yet to be disclosed why the ships crossed into the South-controlled waters at almost the same time, but thick sea fog and wayward tides are suspected to have played a role. **Source : Korea JoongAng Daily**



Wire Ropes • Towing, Lifting and Hoisting Equipment • Consulting
Nijverheidsweg 21 - 3161 GJ Rhoon - Tel. +31-(0)10-5018000

VLIERODAM B.V. - THE NETHERLANDS – www.vlierodam.nl



[Zodiac](#) shippings **MAERSK EFFRINGHAM** seen assisted by [KOTUG](#)'s **RT MAGIC** arriving in Rotterdam – Europoort
Photo : Dave van Spronsen (c)

Flag States sign Declaration condemning acts of violence against seafarers

Three of the largest flag states, accounting for around 40% of the world's commercial shipping tonnage, have signed an agreement condemning the acts of violence against seafarers by pirates. The flag states agreed to pool information on the mistreatment of seafarers at the hands of pirates. The flag states signed a Declaration in Washington on 3 August 2011, condemning the acts of violence against seafarers. The Declaration recognised that the increasing use of violence against captured seafarers was underreported and noted that there were significant sensitivities associated with such information.

The Declaration affirmed their commitment to provide information on the levels of violence faced by seafarers to the International Maritime Bureau (IMB) from reports received by them in accordance with their internal procedures. The IMB will collate and disseminate aggregated data of the levels of violence. The reports will omit their names, the names of the vessels, owners, operators and flag states to protect identities and privacy. The project is supported by the One Earth Future Foundation (OEFF) and the TK Foundation. So far in 2011, there have been 176 attacks on vessels by suspected Somali pirates which resulted in 22 successful hijackings with 378 crew taken hostage. Taking into account those vessels hijacked in 2010 which remain unreleased, there are presently 20 vessels still held off Somalia with a total of 398 crew still held to ransom.

IMB Director Pottengal Mukundan commented: "This new initiative will help to publicise the human cost of piracy, which at times can go unnoticed amongst reports of hijacking and huge ransoms. Current figures for 2011 suggest that the number of worldwide piratical incidents is on course to match or surpass those for 2010- though currently, attacks off Somalia account for a greater percentage of worldwide attacks than in previous years."

This agreement is a result of the OEFF's Oceans Beyond Piracy (OBP) working group, which in June 2011 produced the Human Cost of Piracy Report. The OBP report found that thousands of seafarers were subjected to gunfire, beatings, confinement and in some cases torture, though these cases were underreported and misunderstood by the public.

Mr Mukundan continued: "Attacks reported off Somalia this year have been characterised by a greater degree of violence against crew than before. Also, there have been worrying reports of violent attacks on crew during hijackings of vessels in the Gulf of Guinea. These intimidating and sometimes brutal attacks on crew must end - hopefully we can bring these instances to wider public attention as a result of this Declaration." The total number of attacks worldwide stands at 304, with 31 successful hijackings. IMB strongly urges all shipmasters and owners to continue to report all worldwide actual, attempted or suspicious piracy and armed robbery incidents to the IMB's Piracy Reporting Centre.

Source: International Maritime Bureau



The **HANSA MAGDEBURG** seen enroute Rotterdam – Photo : Harry van den Berg ©

POWERING THE
WORLD;
FROM PORT OF
ROTTERDAM

Marine Diesel Parts Supply

WWW.MDPS.NL
INFO@MDPS.NL
T: +31-6-2080 4472
F: +31-78-674 7377

Marine Diesel Parts Supplier and Reconditioner for:

- Main and auxiliary engine spares - Tools,
- Fuel injection equipment - Filtration products,
- Rickmeier Pump Reconditioning - Charge-Air Coolers,

Supply of new OEM- or Licensee parts of:
DEUTZ, CATERPILLAR, SULZER, WARTSILA and HIMSEN.

**We specialize in MAN B&W 2- and 4-stroke
of all Licensees. All L- and V- types.**

16/24	23/30	32/40
21/31	27/38	40/45
20/27	28/32	58/64

All MC types from S26-MC up till K98-MC









The new **GAZ UNITED** seen inbound at the Westerscheldt River – Photo : Henk de Winde (c)

Sailing Amidst A Sea Of Rules

Given meticulous preparations and thorough consideration of Vietnam's circumstances, ratifying international sea conventions will allow local marine transport firms to foster deeper global integration, enhance competitiveness and expand market share. Vietnam is considering whether to join international conventions on sea transport such as the Hague-Visby Rules, the Hamburg Rules and the Rotterdam Rules. Several experts contend that, judging by international standards, Vietnam's marine transport industry is relatively weak. Ratifying international sea conventions will therefore pave the way for greater capabilities in the future.

Ngo Duc Minh, a legal expert from the Ministry of Industry and Trade, says that 80% of Vietnam's import-export products are transported under the form of FOB (free on board). Other Asian countries remain the main trading partners, accounting for over 50% and almost 80% of Vietnam's export revenue and import spending respectively. The impacts on the local sea transport industry is therefore significant.

Despite encouraging growth in 2000-2010, the revenue that local firms reap from sea transport remains dismal compared with import-export value. Local sea transport firms have not been able to ship cargo to faraway destinations such as American and European countries. There is certainly much room for improvement in this aspect. Moreover, international sea conventions will help Vietnam harmonize domestic and global norms, nurture trust among partners and reduce risks. Transaction costs will also drop, paving the way for more efficient dispute resolution and maritime trading. At present, woeful maritime development has hampered the growth of export insurance, which is still dominated by foreign firms and a few giant domestic companies. Local insurers make up merely 20% of the import-export insurance market.

A note of caution

An in-depth discussion among experts on the opportunities and challenges arising from Vietnam's ratification of international sea laws offers myriad insights. Many participants concur that Vietnam should steer clear of hasty decisions.

Dr. Nguyen Minh Hang from the Foreign Trade University sheds light on the legal aspects of this move. To begin with, the Rotterdam Rules will help to align Vietnam's maritime law with global norms and establish a more comprehensive legal framework for transport contracts between Vietnamese firms and their foreign counterparts (via sea routes or a multitude of channels). Besides, these rules are regularly updated to reflect new developments such as e-receipts. However, it is advisable for Vietnam to embark on thorough research into the strengths and shortcomings of each set of rules and to ratify only one convention. An alternative is to adapt the rules to better Vietnam's maritime law without ratifying any international convention.

Meanwhile, a representative from the Pepper Producers Association says that as sea transport conventions remain controversial, emphasis should now be placed on rectifying the shortcomings of Vietnam's maritime law. It is suggested that Vietnam should ratify international conventions only when it has developed a powerful shipping fleet.

David Luff, a founding member of Appleton Luff - International Lawyers, a law firm, and an expert with the Multilateral Trade Assistance Project Vietnam II (MUTRAP II), says that there has not been a one-size-fits-all international sea convention. The Hague-Visby Rules tend to favor transport firms while the Hamburg Rules are advantageous to clients. The Rotterdam Rules blend these two conventions and suit Vietnam's needs better in view of the ferociously competitive and flexible nature of sea transport, as well as the rise of containerized shipping, multimodal transport contracts and e-commerce. The downside, according to Luff, is that the number of signatories is still limited and the rules are considerably complex.

This being the case, Luff believes each country should stringently enforce the rules it has ratified and accept the principle of direct effect. In Vietnam's case, the optimal strategy entails harmonizing local laws and those of its main trading partners. **Source : The Saigon Times**



The **OOCL MONTREAL** seen outbound from Antwerp at the Westerscheldt River - **Photo : Henk de Winde (c)**

Going Home

The 14 Korean and Myanmarese sailors stranded aboard **OSM Arena** off the city's coast may soon go home, after a harrowing 17 months at sea. Justice V Ramasubramanian of the Madras high court on Wednesday directed the senior immigration officer, Chennai port, and other authorities concerned to ensure that the sailors were paid the entire arrears "without fail".

The crew members boarded the vessel in October 2009. The ship was detained here early in 2010 following an order from the Calcutta high court on a financial dispute between the ship's owner and a Kolkata-based cargo supplier. The crew initiated legal action against the ship's owner through counsel S Vasudevan at the Madras high court. While a single judge ordered that the vessel be sold for Rs 20.68 crore, a division bench of the court set aside the order.

Since then, rations were supplied by M/s Seatraffic which later withdrew its services due to financial constraints. On July 10, some crew members were allowed to come ashore for a fortnight with help from the International Transport Workers' Federation and Seafarers' Port Welfare Association. Captain Kyaw Lin Tun said the each crew member had lost about 20 kg, were under tremendous mental strain and all the equipment had become defunct. Passing orders, Justice Ramasubramanian said he wished to "record his displeasure" at how the vessel owner had appeared before the Calcutta high court but chose to "remain invisible" and communicate with the Madras high court through the Korean embassy. He directed that all existing members be signed off and a new set signed in. Shinhan Capital Company Limited, the owner of the vessel, was to cover the repatriation expenses of the crew. **Source : ShipTalk**

Tug crews balloted on possible strike action

Tug crews in Shetland are in the midst of a consultation on industrial action after their working terms changed. Tug crews who escort tankers in and out of Shetland's oil port at Sullom Voe are being balloted on industrial action after rejecting proposed changes to their working conditions.

The ballot follows their employers at Shetland Islands Council opening a 90 day consultation on reducing crew sizes with new shift patterns on board the powerful tugs, which are on standby around the clock. The council is trying to save money operating the port in a bid to maintain a substantial income as oil throughput declines with the maturing of the North Sea fields.

It wants to reduce the number of tugmen from 48 to 32 and extend their working hours, introducing a new "on call" system when they are not on board the vessels. Unite regional organiser John Taylor confirmed the tugmen were being balloted on strike action that would close Europe's largest oil exporting port.

Mr Taylor said: "This is extremely serious. Our members have intimated to us that they will take industrial action. That is no idle threat because our members have decided the conditions they have asked them to work under are unacceptable. "Therefore it would appear that we have no other choice but to take industrial action and if that comes about then that port will shut." Mr Taylor said the men had put forward their own proposals to reduce the number of people working on the tugs while maintaining a safe harbour, and were disappointed not to have been invited to July's private meeting with councillors.

The council's harbour board vice chairman Alastair Cooper, who lives beside the port, said that safety was paramount and he hoped that the union would continue negotiating. "When we met in private the possibility of a ballot was recognised, but we have entered the 90 day period of negotiations. I would hope and trust that each side respects that and we do negotiate and try and find as much common ground in that 90 days as we can." On a separate matter, Mr Cooper said he shared concerns that the port's control building which monitors vessel traffic was unstaffed during part of the night on Tuesday when a tanker was being loaded.

A staff member had called in sick shortly before their shift began and there had been no time to call in a replacement.

Harbourmaster Roger Moore insisted that safety had not been compromised, but Mr Cooper said he would be raising the matter at the next meeting of the harbour board. He said: "It's the first time to my knowledge that we have faced this situation. Yes, I am concerned, but having said that the duty harbourmaster took the action which was appropriate at the time and as far as I know there were no adverse effect." **Source : STV.tv**



The **MAERSK TRACER** and **MAERSK TRACKER** seen during anchorhandling works for the **CASTORO SEI** at the Nord Stream project – **Photo : Crew Solitaire (c)**

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

 <p>Follow TOSjobs</p> <p>www.twitter.com/tosjobs</p>	<ul style="list-style-type: none">• Global Ship Delivery• Crewing Solutions• Shore Based Jobs <p>www.tos.nl</p>
--	---

NAVY NEWS



The 35 mtr long [Swiftship](#) built Iraqi naval unit **P-302** spotted in Iraqi waters, These patrol craft is part of a larger 15-boat order made under a September 2009 sole-source \$181 million contract awarded to [Swiftships Shipbuilders](#) of Louisiana by the U.S. Navy. The first CPB, **PB-301**, was delivered by Swiftships to the Iraqi Navy in Morgan City, La., for training in May 2010. It was inaugurated into the Iraqi Navy on Sep. 26, 2010. The latest patrol craft are **PB-302** and **PB-303**, which were handed over to the Iraqi Navy on January 26, 2011 at the Umm Qasr naval facility. These CPBs - purchased via the Pentagon's government-to-government Foreign Military Sales process - will provide one-quarter of the Iraqi Navy's "26-15-4-2" naval building program. The program includes the 26 Defender class patrol craft, the 15 Swiftships CPBs, four Fateh class OPVs, and two 60-meter offshore support vessels from RiverHawk Fast Sea Frames. Due to a shortfall of funds, the Iraqis have only paid for six of the CPBs, with the U.S. foregoing usual FMS procedures requiring the buyer to pay upfront for the remainder of the order as is the normal process. **Source :** Press release [Swiftship](#) / Janes

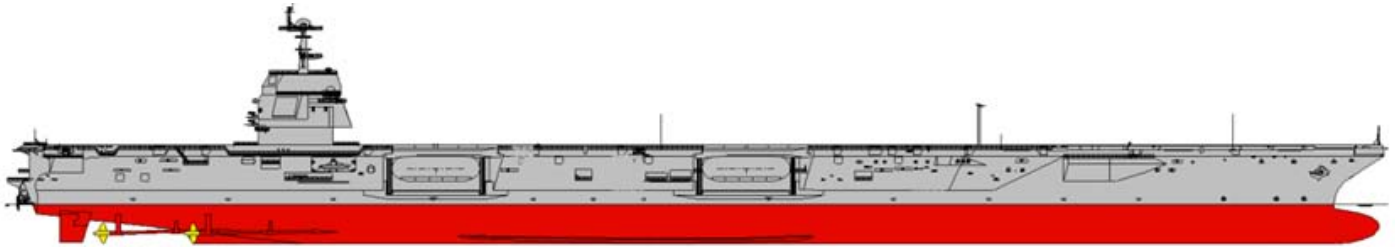
NEW RUSSIAN MISSILE USES LIQUID FUEL, DESPITE DISADVANTAGES

A nuclear-capable ballistic missile revealed recently by Russia is the latest of its submarine-fired weapons to rely on liquid propellant, suggesting the nation could remain the sole nuclear power that does not use solid fuel for its entire sea-based nuclear deterrent, Russia Today reported last Wednesday

http://www.youtube.com/watch?v=yBPg_crn1Rw&feature=player_embedded

Russia's Makeyev Design Bureau has confirmed the new "Liner" missile was test-fired for the first time in May. The three-stage weapon can launch from 180 feet below the ocean's surface, transport a payload totaling 2.8 metric tons and achieve a range approaching 7,500 miles.

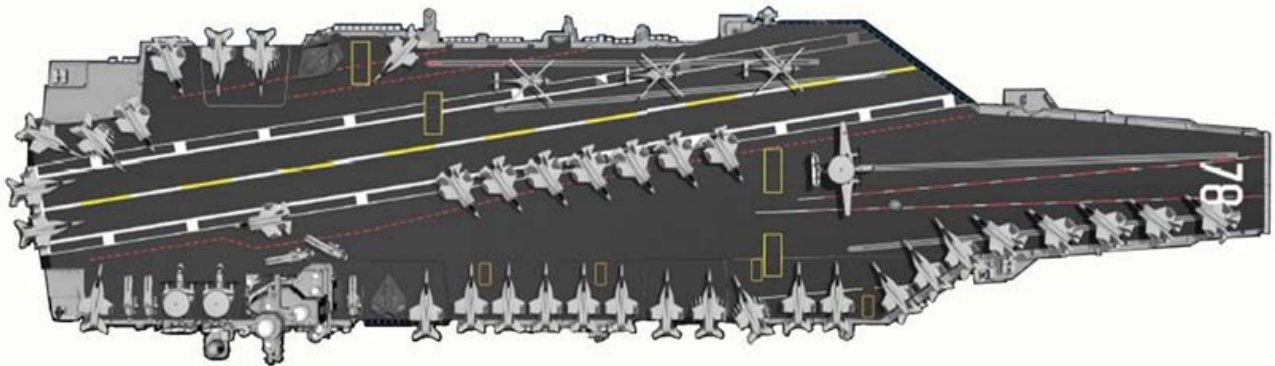
Ford Carrier Faces Cost Overruns



The U.S. Navy's next-generation aircraft carrier **CVN-78 Gerald R. Ford** could exceed the current contract's price by about 11%, Naval Sea Systems Command (Navsea) officials confirm. The Navy now has a \$5.2 billion design-and-construction contract with the Newport News Shipbuilding unit of Huntington Ingalls Industries (HII) for the carrier, which features a reconfigured and redesigned Nimitz-class hull. But the company may exceed that amount by about \$562 million, Navsea confirms.

The Navy says the cost overrun is due to material costs and contractor performance. The overrun reflects "unfavorable contractor material and labor performance," according to a Pentagon Selected Acquisition Report (SAR) released earlier this year and cited by an Aug. 9 Congressional Research Service (CRS) report. The Navy says it is working to reduce the overrun, according to CRS. The potential overrun could not come at a worse time for the Ford or the carrier program. Pentagon officials say the Defense Department has been considering delaying, cutting back or canceling planned future carriers. Potential cost growth has been a worry for the Ford-class carrier, CRS notes. "The Navy's proposed fiscal 2012 budget estimates the ship's procurement cost at ... about \$11.5 billion in then-year dollars," CRS said.

CVN-79 — the **John F. Kennedy** — is scheduled for procurement in fiscal 2013. The Navy's proposed fiscal 2012 budget estimates the ship's procurement cost at about \$10.3 billion in then-year dollars and requests \$554.8 million in advance procurement funding for the ship, CRS says.



CVN-80 is scheduled for procurement in fiscal 2018, with advance procurement funding scheduled to begin in fiscal 2014, CRS noted. The Navy's proposed fiscal 2012 budget estimates the ship's procurement cost at about \$13.5 billion in then-year dollars.

"We have seen month-over-month cost improvement since late 2010," Newport News Shipbuilding spokeswoman Jerri Dickeski says in a statement. The yard, she says, has been doing the following: utilizing the latest 3-D computer modeling technology to assist construction; leveraging the buying power of the greater HII Corporation to obtain bulk-buy costs on commodities; establishing teaming between the engineering, sourcing, manufacturing and construction departments; applying the latest industrial technology to enhance producibility; maximizing the pre-outfitting of the structural "building blocks;" and investing in facility infrastructure improvements to enhance production work. **Source : Aviation Week**

New Navy ship to visit St. Petersburg

The **USS Independence**, one of a new class of U.S. Navy will visit St. Petersburg and be open for tours during Labor Day weekend. The visit, arranged by U.S. Rep. C. W. Bill Young, is the first time the Port of St. Petersburg will have hosted a visit by a Navy warship, the congressman said in a statement. The 418-foot ship is the lead vessel in the new class of Littoral Combat Ships and has a shallow draft, with a 40-person crew. **Source : bizjournals**

DAC approves acquisition of six submarines

Existing capabilities being augmented by induction of surface and air assets

India has launched an ambitious programme code named Project-75 (India) to augment its Navy, by acquiring an assortment of armoury including next generation submarines. Defence Minister AK Antony told Rajya Sabha on Tuesday that the Defence Acquisition Council recently has approved acquisition of six submarines. He said six submarines were under construction at Mazagon Docks to augment submarine fleet. "In addition, the existing anti-submarine capability is being augmented by induction of surface and air assets," he said. The construction of construction of submarines is pegged at Rs 50,000 crore. He said six submarines were under construction at Mazagon Docks to augment submarine fleet. "In addition, the existing anti-submarine capability is being augmented by induction of surface and air assets," he said. The construction of construction of submarines is pegged at Rs 50,000 crore.

Further procurement of coastal anti-submarine vessels was also under process to supplement Navy's security plan to protect harbours. Antony said the Navy has a detailed security plan which includes security measures like quick reaction group (QRG), quick reaction team (QRT), landward access control, seaward access control etc. Apart from Project-75, Defence Ministry is also going ahead with the **Scorpene** submarine project at a cost of Rs 20,000 crore with French company DCNS. **Source : Tehelka**

Va senator asks GAO to address carrier move issues

U.S. Sen. Jim Webb says a federal review of the Navy's plan to move a nuclear-powered aircraft carrier from Virginia to Florida should address issues related to fiscal responsibility and strategic necessity. The review will be conducted by the Government Accountability Office. A report is to be given to Congress by February 2012. Webb said Friday in a news release that he sent a letter Thursday to the GAO asking it to address a list of questions. They include whether the number of Navy ships justifies the addition of another nuclear-support facility.

All the Navy's East Coast nuclear-powered aircraft carriers are based at Naval Station Norfolk. The Navy has proposed moving a carrier to Mayport, Fla., for national security reasons. **Source : MiamiHerald**

HMAS Choules

Prime Minister Julia Gillard and Minister for Defence Stephen Smith announced that the Royal Australian Navy's newest ship, the ex United Kingdom Royal Fleet Auxiliary ship **Largs Bay** will be commissioned as **HMAS Choules**. This name is in honour of Mr Claude Choules, the last known veteran to have served on active service in the First World War. Mr Choules served in both the Royal Navy during the First World War and the Royal Australian Navy in the Second World War. He represented the last living link with those who had served in the First World War. Mr Choules passed away in Perth, Western Australia, on 5 May this year at the age of 110.

The Prime Minister said that the naming of **HMAS Choules** recognised the service of a loyal and dedicated man in two different Navies over 40 years. Mr Choules and his generation made a tremendous sacrifice for our freedom that we will never forget. Minister Smith said that Mr Choules was very proud of his Navy service and was a well-regarded Western Australian. **HMAS Choules** is scheduled to arrive in Australia in December to be commissioned into the Royal Australian Navy. As with Mr Choules, **HMAS Choules** will serve Australia having completed service in the fleet of the Royal Navy.

The purchase of **HMAS Choules** from the United Kingdom was announced on 6 April this year. **HMAS Choules** is a Landing Ship Dock commissioned into service in 2006. It became surplus to United Kingdom requirements as a result of the UK Government's 2010 Defence Strategic Review. The ship weighs 16,000 tonnes, it is 176 metres long and 26 metres wide. Its flight deck has room for two large helicopters and can also carry around 150 light trucks and 350 troops. **HMAS Choules** is a proven capability having provided humanitarian relief as part of the international response to the Haiti earthquake in 2010. The ship was been acquired for £65 million (approximately \$100 million). Sea trials conducted in April confirmed the materiel state of the ship and that the acquisition was value-for-money. The **HMAS Choules** is expected to be operational in early 2012. **Source : Garry Luxton**

Harbour loses 'part of history'



It was a sad day for submariners as a piece of Canadian naval history was carried out of the harbour on Thursday, destined for an Ontario scrapyard. The **Okanagan**, one of four Halifax-based Oberon-class submarines, was carried out on a barge in the morning. She's following the same journey her sister submarine, the **Olympus**, made in July to a shipwrecker in Lake Erie. "It's sad when I think of the number of people who have gone through that submarine," said D.H. (Buster) Brown, who served on the **Okanagan** for 13 years.

The **Onondaga** was spared the scrapyard and delivered to a museum in Rimouski, Que., in 2008. Now the last remaining **Oberon** rusting in the Halifax Harbour is the **Ojibwa**. The **Elgin Military Museum** is currently negotiating with the federal government and raising funds to house the **Ojibwa** as a museum exhibit in Port Burwell, Ont.

Brown said the eastern branch of the **Submariners Association** has tried for 10 years to keep one of the submarines in Halifax or install one in **Ottawa** for a museum piece. But the millions of dollars necessary to fix, transport and outfit the submarine were too big of an obstacle. **Marine Recycling Corporation** in Port Colborne, Ont. won the \$4.5-million contract to transport and recycle both the **Olympus** and **Okanagan**.

"It is a bit of a tearful day to see it go," said Terry Chatham, who also served on the **Okanagan**. "It's a part of history that's being torn up. ... It's sailing up there to be turned into razor blades." Source : Metronews

SHIPYARD NEWS



Ingalls-built U.S. Coast Guard National Security Cutter Stratton (WMSL 752) Successfully Completes Acceptance Sea Trials

Huntington Ingalls Industries, Inc. announced the company's third U.S. Coast Guard National Security Cutter, **Stratton (WMSL 752)**, returned from sea after successfully completing acceptance sea trials. The ship spent two days in the Gulf of Mexico effectively testing all of its systems for the Board of Inspection and Survey (INSURV). "**Stratton's** two days at sea proved her readiness and extraordinary capabilities," said Mike Duthu, National Security Cutter (NSC) program manager for Ingalls Shipbuilding. "This successful sea trial is a positive reflection of the efficiencies established during the construction and testing of this ship. Our shipbuilders reduced the construction schedule compared to NSC 2 and improved vessel labor costs by reducing man-hours. Congratulations to our shipbuilders, the Coast Guard and our industry partners on a very successful start-to-finish plan." The NSC is the flagship of the Coast Guard's cutter fleet, designed to replace the 378-foot **Hamilton-class** High-Endurance Cutters, which entered service during the 1960s. During acceptance trials, INSURV observed and evaluated Ingalls' test and trials team as it conducted extensive testing of the propulsion, electrical, damage control, anchor handling, small boat and combat systems.

"It's a complex and comprehensive set of tests performed over the course of two days at sea," said Richard Schenk, vice president, test and trials, Ingalls Shipbuilding. "Our team worked really efficiently around the clock and allowed Stratton to effectively demonstrate her seaworthiness and the full potential of her systems. The Coast Guard is getting a tremendous cutter with capabilities specifically designed to perform their missions."

First Lady Michelle Obama is **Stratton's** sponsor. She christened the ship at Ingalls Shipbuilding on July 23, 2010. Stratton is scheduled for delivery to the U.S. Coast Guard on Sept. 2. **Stratton** is the third of eight planned ships in this new class of highly capable, technologically advanced multi-mission cutters. **Bertholf** and **Waesche** have been



commissioned and are successfully executing Coast Guard missions. The construction contract for a fourth cutter, **Hamilton**, was awarded in November 2010, and construction will begin on Aug. 29.

Ingalls Shipbuilding builds the NSC hull, mechanical and electrical systems, while Lockheed Martin builds and integrates the command, control, communications, computers, intelligence, surveillance and reconnaissance (C4ISR) capabilities onboard the cutters. Over the two-day trial period, all of the C4ISR

systems were tested successfully, including the surface and air tracking radars as well as the communications and navigational systems. NSCs are 418 feet long with a 54-foot beam and displace 4,500 tons with a full load. They have a top speed of 28 knots, a range of 12,000 miles, an endurance of 60 days and a crew of 110.

The **Legend-class** NSC is capable of meeting all maritime security mission needs required of the High-Endurance Cutter. The cutter includes an aft launch and recovery area for two rigid hull inflatable boats and a flight deck to accommodate a range of manned and unmanned rotary wing aircraft. It is the largest and most technologically advanced class of cutters in the U.S. Coast Guard, with robust capabilities for maritime homeland security, law enforcement, marine safety, environmental protection and national defense missions. This class of cutters plays an important role enhancing the Coast Guard's operational readiness, capacity and effectiveness at a time when the demand for their services has never been greater.

Hanjin Heavy chief presents solution to settle strike over layoffs

"The company won't give up its Yeongdo shipyard or leave Busan," Hanjin Heavy Industries Chairman Cho Nam-ho told a news conference at Busan City Hall. He also apologized to the people and partner companies for causing trouble, Donga reports. This is the first time Cho expressed his stance in an official setting since a strike at Hanjin Heavy Industries began over the company's decision to lay off employees en masse.

○ Display of good faith

This is also Cho's first public appearance since he went on a business trip abroad 53 days ago. "Painful restructuring was an inevitable choice. For those who choose voluntary retirement (360 as of Wednesday) among the 400 employees subject to retirement, the company will provide education costs for two children until they graduate from college," said Chairman Cho. According to the company spokesman, the beneficiaries will be school-age children of retired workers, preschoolers and those yet to be born to them. Cho also pledged to bring retirees back to work if business returns to normal. On the normalization of business, the chairman said, "The size of the Yeongdo shipyard is just 264,000 square meters so it cannot keep up with the global trend of building large ships," adding, "We will receive

orders to build special ships that fit the size of the Yeongdo shipyard." Turning to the interests of Busan area residents and partner companies, Cho said, "We will raise developmental funds for residents and craft support measures that guarantee practical compensation commensurate with business performance every year."

◦ Mixed reactions to Cho's statements

Opinions on Cho's statements were mixed, however. Shin Jung-taek, president of the Busan Chamber of Commerce and Industry, said, "We welcome Chairman Cho stepping forward to resolve the matter," adding, "Management and labor should end their war of attrition and look for ways to keep both the company and its partner companies afloat." Je Jong-mo, speaker of the Busan city council, said, "Busan citizens have been deeply worried over the situation," adding, "I hope the local economy will be revitalized and social conflict will end." By contrast, those have led the "Hope Bus" campaign were critical of Cho's comments. In a statement, they told reporters the same day in front of the main gate of Deoksugung Palace in central Seoul, "Chairman Cho was hiding himself abroad while ignoring a request to appear at a parliamentary hearing," and urged the government to "immediately punish Cho, who is responsible for the situation." They also urged Cho to "immediately cancel" the layoff of Hanjin employees, adding, "If he fails to do so, he will face bigger resistance." Kim Jin-suk, who is staging a strike on a crane against the layoff, said in a news conference over the phone, "Chairman Cho should resolve the issue as the person who caused the situation," adding, "If he cancels the layoff, I will come down from the crane." Kim is a senior member of the Busan branch of the hard-line Korean Confederation of Trade Unions.

◦ Restoring Hanjin back to normal

Hanjin Heavy Industries posted a deficit of 51.7 billion won (47.8 million U.S. dollars) last year due to lack of new orders over the past three years. In particular, the Yeongdo shipyard has innate limitations due to its small size. The shipyards of Korea's three largest shipbuilding companies -- Hyundai Heavy Industries, Daewoo Shipbuilding & Marine Engineering and Samsung Heavy Industries -- each cover more than 5 square kilometers. So industry insiders say Hanjin should put its business on track by winning orders for small- and mid-size ships first and building vessels with high added value later, adding this method can return business to normal. Cho's comment to turn the Yeongdo shipyard into a special-purpose facility is in line with this suggestion. Hanjin received an order from the Defense Acquisition Program Administration to build two military ships after the strike by the company's union ended last month. The Korea Shipbuilders' Association said, "Hanjin evidently has technical prowess as it has developed a dam engineering method in which a ship is assembled inside and outside of a dock," adding, "If the company follows Cho's plan and wins orders to build special ships by making the most of its technological power, it can secure competitiveness." A major stumbling block, however, is the lack of orders for small- and mid-size ships. According to shipbuilding industry, Hanjin needs to increase the volume of orders by efficiently targeting a niche market, which is the key to resolving the current problem. **Source : PortNews**

ROUTE, PORTS & SERVICES



Seamanship

Whatever the ship. Wherever delivered.

The world's ship delivery pioneer, Redwise, provides a top quality take-over, sailover, hand-over service for every type of vessel, wherever you need it delivered.

Redwise
GLOBAL SHIP DELIVERY & CREWING

www.redwise.com info@redwise.nl

Green Alliance cuts Halifax port call

The **Green Alliance**, formerly known as the **CKYH alliance**, will discontinue in September its weekly container service to the Port of Halifax in Nova Scotia, Journal of Commerce reports. The alliance, a vessel-sharing agreement between Cosco, "K" Line, Yang Ming and Hanjin Shipping, together with MOL, will make its last call at [Halterm Container Terminal](#) on Sept. 20, according to reports. The decision will be reviewed next year, the alliance said.

Halifax Port Authority spokesman Michele Peveril said the alliance dropped Halifax, the service's first inbound North American port call, because it isn't near a major population center. The service accounts for about 20,000 20-foot equivalent container units, or 4.5 percent, of the port's annual container volume. The service, which deploys nine post-Panamax ships connecting China and Southeast Asia with North America via the Suez Canal, has been calling on Halifax since mid-2009. The service was enhanced — and changed its name — in April 2010 when MOL joined. The port authority said three other shipping firms continue to provide Halifax with service to Asia.

"We anticipate that some of the cargo will be carried by other shipping lines," Peveril told the Halifax Chronicle Herald. She said Halifax is more likely to be affected by a service change than larger, more central locations because it is considered a "discretionary port." Four U.S. ports on the route, including New York, Norfolk, Jacksonville and Savannah, aren't affected by the change. Canadian Tire, one of the alliance's biggest customers, said in a statement it is talking to other shipping lines about picking up its imports. It already ships cargo with some of these carriers. The tire retailer imports goods through Halifax for distribution throughout Eastern Canada via the Consolidated Fastfrate terminal in Burnside Park in Dartmouth. Some alliance customers already ship goods to Halifax with other carriers, Peveril said. **Source : PortNews**



The **RHEIN** seen at the Westerscheldt River inbound passing Vlissingen - **Photo : Hans Bosch (c)**

Chinese group Kingho to fund construction of port and railway in Mozambique

The China Kingho group is set to fund construction of a port in Mozambique's Sofala province and a railway line between Moatize and the port of Beira, the chairman of the Chinese group, Huo Qinghua said Thursday in Beijing, macauhub reports. At the end of an audience with the President of Mozambique, on a six-day state visit to China, Huo said that the railway would begin in Moatize in Tete province, would pass through Chimoio, in Manica province and end at the port of Beira in Sofala province.

Armando Guebuza, who arrived Thursday in the city of Shenzhen to attend the opening of the 26th edition of the Summer University, at the invitation of his Chinese counterpart Hu Jintao, was also informed that the Chinese group in April had handed over the pre-feasibility studies for construction of the projects to the Mozambican government.

In July 2010 the group signed a memorandum of cooperation with the government for development of the mining industry, construction of infrastructures, agriculture and social support in the education sector and other areas. Initial investment in logistics and prospecting work for mining was expected to total US\$20 million. **Source : PortNews**

Solitaire completes work for Nord Stream pipeline in the Gulf of Finland



The **SOLITAIRE** seen in action in the Gulf of Finland at the **Nord Stream project** – Photo : Ralf Kroon (c)

Allseas' **Solitaire**, One of the world's largest pipelay vessels, has completed work on Line 2 of the Nord Stream natural gas pipeline through the Baltic Sea ahead of schedule. The vessel laid **342.5 kilometres** of each of the twin pipelines in the Gulf of Finland, **Nord Stream** said Friday.

"The **Solitaire** has lived up to all our expectations," said Nord Stream's Construction Director Ruud Hoekstra. "The **Solitaire** is a dynamically-positioned vessel which operates without anchors, so only the pipeline itself touches



Hoekstra added.

At 300 metres long by 40.6 metres wide the Swiss-based **Allseas** Group's **Solitaire** is the length of three football pitches. The vessel has a massive **22,000 tonne** pipe-carrying capacity and has work stations on several levels to enable her to receive and store the 12-metre long 24-tonne pipes, weld them together, test the welds, join the pipes to the pipeline and lay it on the seabed along the agreed route. The **Solitaire** has been operating with a crew of 405, and has been laying pipe 24 hours a day 7 days a week for **Nord Stream** for almost a year.

the seabed along the agreed route. This was crucial for us in the Gulf of Finland with its historic lines of mines and congested sea lanes. Using the **Solitaire** helped us to minimise the impact on the environment and marine traffic and in this section the safety zone around the pipe-laying could be much smaller."

Photo's : Piet Sinke (c)

"All in all, the **Solitaire** has laid some **57,000**, 24-tonne pipes along this key **342.5-kilometre** section of the route. The quality of her work has been excellent, and she has even been able to complete her task a few weeks ahead of schedule,"

The first of [Nord Stream's](#) twin 1,224 kilometre pipelines was completed in June and is currently in the final stages of pre-commissioning. Gas is expected to flow through the pipeline starting in the last quarter of this year. Line 1 will have the capacity to transport 27.5 billion cubic metres (bcm) of natural gas a year to Europe. The second of the pipelines is scheduled to become operational in late 2012, doubling the transport capacity to 55 bcm.



The last pipe on the [Nord Stream](#) project, to be installed by the [SOLITAIRE](#) leaves the [Solitaire](#)
Good job guys, well done !!

Zug-headquartered [Nord Stream AG](#) (with Moscow-based branch office) is a joint venture established 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 formed 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**

Note : ETA SOLITAIRE in Rotterdam 16-08-2011 PM bound for the Heerema location



The [NORD PYXIS](#) seen enroute Amsterdam – **Photo : Marcel Coster (c**

DISA

DISA MARITIME BVBA

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

VCA** ISO 9001
BUREAU VERITAS
Certification

www.disamaritime.com

SUBSEA



CIVIL CONSTRUCTION



ENGINEERING



Providing worldwide underwater solutions

PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER, YOUR ADDRESS WILL BE "DEACTIVATED" AUTOMATICALLY IF THE MAIL IS BOUNCED BACK TO OUR SERVER

If this happens to you please send me a mail at newsclippings@gmail.com to reactivate your address again, please do not write this in the guestbook because I am not checking this guest book daily.

NOL Group reports US\$67 million loss in first half of 2011

Global container shipping and logistics group [Neptune Orient Lines](#) (NOL) reported a net loss of US\$67 million for the first half of 2011 compared to a US\$1 million net profit in the same period a year ago. The Group said it lost US\$57 million in the second quarter of 2011. NOL reported a 9% revenue increase in the first half of 2011 to US\$4.595 billion. It announced a Core EBIT (Earnings Before Interest and Taxes) loss of US\$28 million. The Group said first half 2011 results were affected by higher operating costs, especially for fuel, and declining freight rates. It added that its supply chain management business, APL Logistics, increased revenue and Core EBIT. "Conditions are challenging throughout the shipping industry," said NOL Group CEO Ronald D. Widdows. "In this environment we are working aggressively to bring down costs while keeping our assets well utilized."

BUSINESS SEGMENTS

NOL's Liner Shipping business – APL – reported revenue of US\$4 billion in the first half of 2011. That was up 7% from a year ago. Volume increased 8%. Revenue per FEU (Forty-Foot Equivalent Unit) declined 3%, mainly due to lower freight rates in the Asia-Europe Trade. Vessel utilization in the first and second quarters of 2011 was 92% and 91% respectively. "Rate pressure, coupled with a 23% year-on-year fuel price increase in the first half of 2011, negated the benefit of higher volume," said APL President Kenneth Glenn. "Our job now is to accelerate revenue growth while managing down costs in every aspect of our business; from terminal operations to the way we procure all other services." APL Logistics – NOL's supply chain management business – increased revenue 18% in the first half of 2011 to US\$682 million. Core EBIT increased 22% from 2010 to US\$33 million. The increases were attributed primarily to gains in Contract Logistics, which includes rail and land transport business as well as auto logistics, and International Services. "Increased volume in most of our business lines is driving revenue higher," said APL Logistics President Jim McAdam. "We are encouraged by the increasing contribution of emerging markets, particularly in China, to our first-half performance."

OUTLOOK

Deteriorating conditions in the global economy are resulting in weakened trade demand and continued pressure on freight rates. Unless these conditions improve, NOL will post a full year loss. Neptune Orient Lines (NOL) is a Singapore-based global container shipping and logistics company. Its container shipping arm, APL, provides world-class container shipping and terminal services and intermodal operations supported by leading-edge IT and e-commerce. Its logistics business, APL Logistics, provides international, end-to-end logistics services and solutions, employing the latest IT and data connectivity for maximum supply chain visibility and control. **Source: NOL**

Queensferry get new lifeboat



VOLUNTEER crew from Queensferry's lifeboat met with royalty Thursday when the town's new lifeboat was named.



At a special ceremony at Dundas Castle, **HRH The Duke of Edinburgh** met the volunteers and looked over the new boat which is set to come into service in November, once the town's new lifeboat station is operational.

Prince Philip names new Queensferry Lifeboat

Prince Philip named the new boat by pouring whisky from a quaich over the bow and christened her **Jimmie Cairncross** after the donor of the funds for the £180,000 inshore boat. The late Perth-born Mr Cairncross, a jeweller, was a Life Governor of the RNLI who died in 2002. The ceremony was staged at Dundas Castle as

work to build the new lifeboat station at the Hawes Pier is still underway. The new boat, an **Atlantic 85**, is the most powerful inshore lifeboat operated by the charity and it replaces the current boat, the **Donald and Ethel Macrae**, a shorter, less powerful **Atlantic 75**, which arrived on station in 1997. It has a maximum speed of 35 knots, two 115 horsepower engines, a crew of four volunteers and utilises the latest equipment to ensure casualties can be located more quickly than ever. The lifeboat will also be able to be launched directly down the Hawes pier. The new lifeboat station is required at Queensferry to accommodate the longer boat but the extended premises will also cater for a training room, crew changing facilities, a mechanics workshop and a dedicated shop to sell RNLI souvenirs. Tom Robertson, the RNLI's lifeboat operations manager at Queensferry, said: "The new lifeboat will enable us to offer an even faster service on the water and it will cover the water quicker in getting to a casualty. With the new electronics and direction finder on board her we can locate a casualty a lot more accurately." Tom added: "We are honoured and delighted to have a royal visitor to Queensferry and this marks another exciting day in the history of the station. Our last royal visitor was Princess Anne in January 2009." **Source : Linlithgowgazette**

Philippines to build shipping terminal in Luzon

The Philippines is planning to build a new shipping terminal in Aurora province in central Luzon, which is estimated to cost around \$56.5m. The project will be funded through official development assistance of the Korean government with counterpart funding from Philippines government, Ship-Technology reports. The project, which will be located in Aurora Pacific Economic and Freeport Zone, is expected to have an annual handling capacity of 700,000 tons of cargo. According to reports the terminal will be equipped with berthing facilities, a container yard and cargo handling equipment, and it will be able to handle panamax vessels. The terminal is expected to be completed in four years and will serve as an alternative to Manila port for shipments destined for central and northern Luzon. **Source : PortNews**



The ferries **SEAFRANCE RODIN**, **PRIDE OF CANTERBURY** and **PRIDE OF CALAIS** seen in a windy Calais
Photo : Hans Reints (c)

Diana Shipping Inc. Announces Time Charter Contract for M/V Boston

[Diana Shipping Inc.](#), a global shipping company specializing in the transportation of dry bulk cargoes, Friday announced that it has entered into a time charter contract with Morgan Stanley Capital Group Inc., for one of its Capesize dry bulk carriers, the m/v **Boston**, at a gross rate of US\$14,000 per day, minus a 5% commission paid to third parties for a minimum twenty-two (22) to a maximum twenty-six (26) month period. The charterer has the option to employ the vessel for a further minimum eleven (11) to a maximum thirteen (13) month period at a gross rate of US\$15,000 per day starting twenty-four (24) months after delivery of the vessel to the charterer. The charter is expected to commence at the end of September 2011. This employment is expected to generate approximately US\$9.2 million of gross revenues for the minimum scheduled period of the charter. The **Boston** is a 177,828 dwt Capesize dry bulk carrier built in 2007. **Source: Diana Shipping Inc.**



The **FOB SWATH 1** seen arriving in the port of IJmuiden – **Photo : H. Blomvliet ©**

De 27^e Stegro schijf is verschenen

Deze schijf is de eerste in DVD vorm en is gemaakt in Power Point

VEERDIENSTEN NOORDZEE, WESTERSCHELDE en WADDENEILANDEN



Meerdere rederijen hebben in de afgelopen jaren diensten op de Noordzee onderhouden tussen het vaste land en Engeland. De bekendste daarvan is wel de **Stoomvaart Maatschappij Zeeland**. Daarnaast onderhiielden vele rederijen met groot of minder groot succes verbindingen. In 2011 zijn **Stena Line** vanuit



Hoek van Holland, **P&O** vanuit Europoort, **DFDS** vanuit Vlaardingen en IJmuiden bij velen bekend. Het leek de samenstellers een uitdaging om een totaal overzicht van deze rederijen te maken. Het gaat daarbij niet alleen om eigen veerboten maar ook over de ingehuurd schepen. Ook de eigen- en charter ro/ro schepen staan op de schijf, evenals de coasters die in vroegere jaren voor deze rederijen voeren. Tevens worden de veerdiensten van de Westerschelde (**PSD**) en Waddenzee (**TESO**, **Doeksen** en **Wagenborg**) vermeld.

De dvd bevat 26 rederij bestanden, met ruim **1000 schepen** en **2000 foto's**, De bestanden zijn gemaakt in Power Point en in de bekende Stegro stijl.

Alfabetisch overzicht van de 26 rederijen:

B&N Gorthons Lines,
Dart Line en Dart Line charters,
Doeksen,
Fred Olsen,
North Sea Ferries en North Sea Ferries charters,
P&O Ferries en P&O Ferries charters,
Seawheel,
Stoomvaart Maatschappij "Zeeland" en charters
Wagenborg

Cobelfret en Cobelfret charters,
DFDS Tor Line en DFDS Tor Line charters
Exxtor Ferries,
Norfolk Lijn en Norfolk Lijn charters.
Olau Line en Olau Line charters,
PSD, Provinciale Zeeuwscche Diensten
Stena Line en Stena Line charters,
TESO

Vaste verkoopprijs € 24,95

zie : www.stegro.nl

.... PHOTO OF THE DAY



The PRM newbuilding **PACIFIC SUPERIOR** seen getting ready to be launched in Singapore Tuas

Photo : Capt. Jelle de Vries (c)

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

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US) (English version) or visit the subscription page on our website.

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

Om uit te schrijven klik [hier](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL) (Nederlands) of bezoek de inschrijvingspagina op onze website.

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