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The SAFMARINE ONNE, seen arriving in Pointe Noire.

Photo : Marc Veenstra (c)

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The **POSH ACHIEVER** seen in Batam (Indonesia) - Photo : Vincent Boggia (c)

Cruise lines rebounding in bad economy

Visitors still tight with a buck, but businesses hope for more ships

More cruise lines are reporting rebounding profits for their crucial summer cruise season following the early summer report of industry leader Carnival Corp. The increased profits have one analyst using the term "spectacular" to describe them, though profits are not growing equally in all areas. And one of those areas might indicate trouble for Juneau's cruise-dependent businesses.

The state's second- and third-largest cruise lines, Royal Caribbean and Norwegian, report earnings later in the year than does Carnival, but include more information from the profitable Alaska cruise season. Royal Caribbean Cruises Ltd. saw profits rise 72 percent for the quarter ended June 30, compared to the same quarter in 2010. The company said the key reasons were stronger demand for tickets, with earlier bookings enabling the company to avoid the discounting of the last few years. It had revenues of \$1.77 billion for the quarter, with an operating profit of \$168 million.

Royal Caribbean Chairman and CEO Richard Fain said he was now expecting this year to be “one of the best years in our history.” The state’s third largest cruise company, NCL Corp., parent of Norwegian Cruise Lines, saw a 36 percent increase in operating income, to \$76 million, on revenues of \$587 million. Norwegian has often lagged its more successful competitors, but its profit last quarter was even more impressive because it followed a loss for the same quarter last year.



The **DISNEY WONDER** seen docked in Juneau, Alaska during Maritime Day.

Photo : Capt. Thord Haugen - Master Disney Wonder (c)

Those two companies’ results follow similar strong results from Carnival earlier. Cruise industry analyst Assia Georgieva of Infinity Research called Royal Caribbean’s results “spectacular,” and credited the strong numbers company-wide to its Alaskan and Caribbean operations. The companies don’t provide specific numbers for Alaska. Royal Caribbean executive Adam Goldstein said the strong performance in those two markets helped balance out the eastern Mediterranean, where political turmoil and fighting was hurting business.

Goldstein said the company’s “yields,” its profits per berth, were up about 9 percent in the Caribbean and in double digits in Alaska and northern Europe. “The Baltic and Alaska are the clear stars this year,” he said. That’s expected to continue through the summer, Goldstein said. Goldstein said what’s particularly noteworthy about Royal Caribbean’s results is that the company did so well during a time of economic and political turmoil.

“When I step back and think about the economic mess we’re all reading about every day, and then I look at our yield performance in the bulk of our markets like the Caribbean, Alaska and Northern Europe, et cetera, I get very excited,” he said. The company is planning further fleet additions and enhancements to continue to capitalize on that, he said.

Norwegian representatives declined comment, but in Securities and Exchange Commission filings attributed the company’s better performance during the quarter to the addition of a new ship, which helped hold costs down with economies of scale, as well as rising ticket prices. It is the third largest player in the Alaska cruise business.

One area in which each company saw little or no improvement, however, was in the “onboard and other” revenue segment. Each company saw revenues up only slightly, which given fleet increases meant passenger spending on extras such as alcohol and tours was generally stagnant or even down. Juneau’s business owners say they’ve been sensing that as well. The number of people visiting Juneau on the ships is relatively unchanged, and even if they’ve been paying more for their tickets they haven’t been spending more in port, some are saying.

“People are conservative and cautious and it’s making for a very tough, incredibly tough year,” said Tanja Cadigan, owner of Caribou Crossings near the cruise ship docks. “People are taking vacations, but they’re not spending while they’re on vacation,” she said. Last year was tough, following the loss of about 140,000 passengers, down from about 1 million at the peak, and this year’s sales are about the same, she and others said.

"You see a lot of people in town, but I don't get the feeling that they're spending as much as they could," said Temsco Helicopters' Tim McDonnell. Over the last few years of economic decline the helicopter tours has a noticeable decline in pre-sales aboard ship, but this year's good weather has helped boost sales a bit compared to last year.



HAL's **ZUIDERDAM** seen in Glacier Bay (Alaska) - Photo : Paul Thomas ©

"I can make the sale, but if I don't fly, it doesn't matter," McDonnell said. Cycle Alaska's bike tours keep going rain or shine, and owner John McConnochie said that given the economy and continued low level of cruise ship visitors he's happy with the results so far this year. "It's okay, it's not something you'd dance around the table about," he said.

It was the first year of the cruise ship decline that was really painful, he said. "It hit us hard, very hard. Imagine if we lost 14 percent of state government – every retailer in town would be hit," he said. That's what the last few years have been like for those in the cruise industry, he said, and this year is only slightly better. The business owners say what Juneau really needs, and what the better ticket prices may portend, are more ship visits, back up to 2008 levels. Cadigan said the city tourist infrastructure, from shop square footage to tour companies, is built around 1 million cruise passengers. If the visitors who do come aren't spending much, that's not going to help, she said. "Alaska has been insulated from this economic, squeeze, we really have, but the tourists who are coming up here are coming from the Lower 48 where things are sparse," she said. Source : JUNEAU EMPIRE

Navies seek "pirate cultural adviser"



It must rank as one of the most unusual recruitment adverts ever placed, even by the standards of the European Union: the search is on for a "pirate cultural adviser" to help naval commanders understand the foes they face along the coast of Africa. The right candidate - who must have knowledge of the "business model and modus operandi" of pirates in the Indian Ocean - will be asked to teach officers of the EU navies protecting shipping in one of the world's busiest waterways how best to tackle the growing threat.

Some 400 sailors are currently held captive, with pirate gangs earning tens of millions of dollars a year in ransoms. The job is expected to include advising naval commanders on pirates' religious practices and their habit of chewing qhat, an amphetamine-filled plant which renders users hyperactive.

But swashbuckling **Long John Silver** types with a knowledge of pirate lore may be disappointed: the post is expected to be filled by an ex-military figure with expertise in shipping, insurance and ransom negotiations. And rather than scouring the taverns of Bristol or Penzance for likely talent, the commanders have contented themselves with placing the

advertisement on the website for EU Navfor, the European antipiracy task force based at the Nato HQ in Northwood, London. "The job title may sound ambiguous, but what we are really looking for here is someone who can help us know the enemy better," said Commander Harry Harrison, a spokesman for EU Navfor. "The intention is to seek advice on the Somali pirates' methodology and tactics, which are constantly evolving."

The adviser will also work with naval intelligence teams to develop possible cases for prosecution. Cdr Harrison said EU Navfor might also be interested in Somali applicants with detailed knowledge of the country and its clans. The salary is not disclosed in the advertisement : asked if it might be paid in pieces of eight, Cdr Harrison stressed that there was nothing "romantic" about modern day piracy. "These people are not **Johnny Depp** or **Keira Knightly** messing about in **Pirates of Caribbean**, they are crooks who take sailors hostage," he said. **Source : telegraph.co.uk**



The **QUEEN MARY 2** was spotted in the Soud – **Photo : Herman de Kuijer (c)**



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ONGC hires floating oil production system

Oil and Natural Gas Corporation (ONGC) has inked a seven-year contract with Forbes Bumi Armada Offshore Ltd (FBAOL), a joint venture between Malaysia's Bumi Armada and BSE-listed **Forbes & Co Ltd.**, for hiring a floating production, storage and offloading (FPSO). The floating oil production system has been hired to produce oil from its D1 oilfield off the Mumbai coast. Bumi owns 49.99 per cent stake in the joint venture that has leased the FPSO to ONGC, while the remaining 50.01 per cent is held by Forbes. Till now ONGC has been using fixed platforms standing in the middle of the sea to produce oil from offshore fields. **Source : The Hindu**



The traffic seen in front of the Terneuzen locks – Photo : Walter de Groot ©

Overzicht hulpverlening weekend van 12 t/m 14 augustus

Vanwege het mindere weer hebben de **Kustwacht** en de **Koninklijke Nederlandse Redding Maatschappij** het afgelopen weekeinde slechts 17 keer hulp moeten verlenen aan watersporters in problemen. Hierop zijn 22 KNRM eenheden ingezet. De incidenten hebben zich voorgedaan in het gehele werkgebied van de Kustwacht en de Koninklijke Nederlandse Redding Maatschappij, te weten: De Waddenzee, Het IJsselmeer, Markermeer, de Randmeren, de Zeeuwse – en Zuid Hollandse Stroom en de Noordzee.

Enkele noemenswaardige incidenten:

Op zaterdag 13 augustus is bij Den Helder een rode vuurpijl waargenomen. Kort na alarmering van de reddingboot van Den Helder werd de melding ontvangen dat de vuurpijl boven land was afgeschoten. Hierop kon de alarmering worden ingetrokken en werd nodeloze inzet voorkomen.

Op zondag 14 augustus werd in de omgeving van Katwijk aan Zee een penetrante benzine geur waargenomen. Uit navraag bij de verkeerscentrales van Scheveningen en Hoek van Holland bleek dat het schip **Bro Sincero**, die ongeveer 18 kilometer uit de kust voor anker lag, zijn tanks aan het luchten was. Maandag is uitgezocht of het schip in overtreding was.



The **MAERSK ELBA** seen departing from Rotterdam-Europoort : Photo : Frans Sanderse ©

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The 1979 built **ABEILLE LANGUEDOC** seen outbound from La Rochelle last Friday

Photo : Stan Muller ©

World Container Terminal Ownership Ranking

In this year's 'Global Container Terminal Operators' annual report, Drewry Maritime Research has introduced an additional ranking of terminal operators which includes SIPG, China Merchants, Modern Terminals and Ports America in the Top 10.

The Drewry World Container Terminal Ownership Ranking has been derived by including all companies with equity teu of more than one million teu in 2010, regardless of whether they operate internationally or not. In total this encompasses 65 firms and organisations ranging from the established international operators to state owned port authorities, financial investors and large local players. Neil Davidson, Drewry's Senior Advisor – Ports notes "We have decided to add a new analysis of the industry to this year's report, giving a broader perspective than just focusing on those operators that we class as "global". There are many other significant terminal operators around the world, a number of which have international ambitions. This new league table puts them into perspective and highlights the sheer scale of "local" operators such as SIPG, China Merchants, Modern Terminals and SIPG. Taken together, the Top 10 players under this method of analysis accounted for 40% of world throughput in 2010." **Source: Drewry Maritime Research**

Seatrade Asia Week: Shipping conditions worse than 2008

The very real spectre of double dip recessions wreaking havoc in the shipping industry occupies centre stage in the latest issue of **Seatrade Asia Week**. Perennially optimistic **Capt Wei Jiafu** added a sharp dose of reality this week, saying the second half of this year is likely to see a worse crash in shipping markets than in 2008. Inside the paper, we examine the depressing state of very large crude carriers, which are running at daily losses of more than \$1,000 a day.

Adding to owners' headaches is a delayed ruling on pollution control in China which is likely to see many companies struggle to call on the mainland from January 1 next year. The week's feature analyses force majeure.

If you would like to read more of these stories, and much more on what is happening in shipping and maritime in Asia contact **Seatrade Asia** for a free trial by emailing info@seatrade-asia.com



The German pilot cutter **KAPITAN BLEEKER** seen at the Eems pilot station

Photo : Jack van Dodewaard ©

An advertisement for Vlierodam B.V. featuring a collage of industrial equipment and a DNV logo. The text reads: "Wire Ropes • Towing, Lifting and Hoisting Equipment • Consulting", "Nijverheidsweg 21 - 3161 GJ Rhon - Tel. +31-(0)10-5018000", and "VLIERODAM B.V. - THE NETHERLANDS - www.vlierodam.nl". There is also a small logo for Vlierodam B.V. in the bottom right corner.

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Home Sweet Home

Despite being among the highest paid overseas Filipino workers (OFWs), seafarers have a difficult time securing housing loans due to the contractual nature of their employment. It is difficult for financial institutions to lend to the seafarers because they are contractual workers, and hence, have gaps in their employment history," Philbright Ang, corporate resources director of crew management company Philippine Transmarine Carriers (PTC) said. In a recently signed tripartite agreement among niche housing developer ACM Homes (ACM), Land Bank of the Philippines and PTC,

seafarers can now avail of their own homes with ease and security. LBP's Easy Home Loan Program (EHLP) is a program aimed at providing financial support for Filipinos who dream of having their own homes. This is the first and only variant of EHLP that is aimed towards the seafarer market.

Under the program, PTC seafarers and employees can now save up to P500,000 from lower interest rates. They can also now loan up to 90% of the total amount for a longer time period. With convenient amortization payments through salary deduction and faster processing time, buying a home is now within reach for our hardworking seafarers.

Why buy a home?

Ang noted that there have been sad stories where seafarers have barely accumulated substantial savings even after many years at sea as they have fallen prey to frivolous spending. Instead of spending one's money on unnecessary expenses, a house is a good store of value and a wise investment because it is an asset that appreciates over time.

Support community

Aside from owning a house, it is also equally important for seafarers to live in a safe and healthy community. As parents, they also work hard to provide a good environment for the stable development of their children. A community in ACM Homes, where most of the residents are seafarer families, provides the seafarers a support community because of their shared experiences. They become a homogenous community as they are in the "same boat."

Furthermore, a home changes the mindset of a seafarer because it prods them to work harder for their family's future. It leads to a change in lifestyle and career growth as well as redefines their family values. The EHLP will now allow seafarers not only to save up for a particular asset but also to live their dreams in their very own support community.

Carol Osteria, managing director and co-founder of ACM Homes, said, "we recognize that we are not just simply selling houses; we are selling dreams and aspirations. And to partner with Landbank through the Easy Home Loan Program for the seafarers makes the end-buyer financing even more affordable and accessible. Landbank has made it easier for the Filipino seafarer to achieve their dream and aspiration of owning their own home"

Cecille Borromeo, Landbank executive vice president, said housing is a very important component not only to countryside development but also in finding ways to improve the quality of life of the OFWs. LBP believes that if they support developers like ACM Homes, there would be a ripple effect in the economy because of the employment this developer generates and the communities it creates.

The tripartite agreement is a testament of the shared objectives and vision of LBP, ACM and PTC towards giving the heroes of today a bright and secure tomorrow. By providing seafarers with the opportunity to own homes in caring and sharing communities, development happens in various levels –individually, as a family, as a community, and even nationally, eventually leading to the emergence of a new Filipino middle class who are now much closer to their dreams. **Source : ShipTalk**



The **JOHOR PORT PILOT** tender seen at full speed – **Photo : Capt. Jelle de Vries ©**

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Datum: 15 augustus 2011

Aan alle belanghebbenden van de Stichting Pensioenfonds Smit

Geachte heer, mevrouw,

In november en december 2010 zijn de eerste stappen gezet om te komen tot de oprichting van een "Vereniging van Deelnemers" van de Stichting Pensioenfonds Smit. Het bestuur van het Pensioenfonds had destijds aangekondigd dat de pensioenen en pensioenrechten zouden worden verlaagd en de Vereniging wilde zich inzetten om dit besluit ongedaan te maken. Nadat Boskalis (moedermaatschappij van Smit) voldoende financiële steun aan het Pensioenfonds had toegezegd om de verlaging (afstempeling) te voorkomen, was de eerste doelstelling van de Vereniging bereikt. Daarop is de oprichting opgeschort in afwachting van meer duidelijkheid over de toekomst.

Er zijn thans voldoende redenen om de oprichting van de Vereniging door te zetten.

Uit Newsletters van het fondsbestuur hebt u kunnen opmaken dat er inmiddels plannen worden gemaakt om de positie van het pensioenfonds te wijzigen. Een van de mogelijkheden is dat het Pensioenfonds Smit aan een verzekeraar zal worden overgedragen. Daarnaast menen wij met zekerheid te kunnen stellen dat de dekkingsgraad andermaal een dalende tendens vertoont en het fondsbestuur opnieuw zal overwegen de pensioenen en pensioenrechten af te stempelen. Met andere woorden: u zult dit merken aan uw maandelijkse pensioenuitkering!

Wij willen als "Vereniging van Deelnemers" de handelingen van het fondsbestuur op de voet volgen en alert reageren als er opnieuw besluiten dreigen te worden genomen die indruisen tegen uw belangen. En wij zullen ons opnieuw verzetten tegen afstempeling van de pensioenen en pensioenrechten, mocht zulks aan de orde komen.

Wij hebben daarvoor echter een sterke vereniging nodig met een groot aantal leden die ons steunen.

Er zijn momenteel bijna 300 verenigingsleden, die zich eind 2010 hebben aangemeld en wij willen nu starten met een nieuwe ledenwervingsactie. Wij nodigen daarom gaarne alle deelnemers (actieven, pensioentrekkers en slapers) van de Stichting Pensioenfonds Smit uit lid te worden van onze Vereniging. Kent u (voormalige) collega's die deze brief niet hebben ontvangen, dan verzoeken wij u hun naam en e-mail adres aan ons te verstrekken, dan wel hen van de gegevens te voorzien die zij nodig hebben om zich zelf als lid bij ons aan te melden.

Wij willen op een alerte, snelle en kosteloze manier met onze leden kunnen communiceren en verzoeken u daarom uw aanmelding per e-mail te verzenden aan het e-mail adres van de ledenadministratie van onze Vereniging:

deelnemersps@hotmail.com

onder vermelding van uw naam, voorletters, adres met postcode en e-mail adres.

Beschikt u niet zelf over een e-mail adres dan kunt u uw aanmelding ook versturen via de computer van bijvoorbeeld een familielid. Gaarne wel uw eigen persoonsgegevens vermelden (zie boven).

Degenen die al lid van onze Vereniging zijn, ontvangen deze brief ter informatie en behoeven zich niet opnieuw aan te melden.

Wij zullen de kosten tot een minimum beperken. Niettemin kan het nodig zijn dat wij in de toekomst een beperkte jaarlijkse contributie van onze leden zullen vragen.

Met vriendelijke groet,
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Investigation Begins

Philippine Coast Guard (PCG) investigators are looking at human error as the likely cause of the collision between two vessels on Tuesday night. PCG commandant Admiral Ramon Liwag said on Thursday there was no sign of bad weather or mechanical problem when the accident happened. MV **Bulk Carrier I** and the Monrovia-registered container vessel MV **HS Puccini** Tuesday night.

Liwag said it was unusual why the two vessels collided when the sea lanes were not congested. "Ayoko magbigay ng ano pero apparently nakikita natin hindi nasusunod ang tinatawag na rules of the road. Dapat magtatawagan sila saan dadaan. Baka may human error on both sides," he said in an interview on dzXL radio. "Maraming nagtataka, maluwag ang karagatan, bakit nagbunguan? May regulations, may radio," he said.

At least two of the 23 crewmembers of the **MV Bulk Carrier I**, identified as Juanito Minoy and Edward Paller, were reported missing. The initial investigation showed that the MV **HS Puccini** skippered by Captain Marko Kralj was bound from Hong Kong to General Santos City.

On the other hand, **MV Bulk Carrier I** skippered by Captain Pedrito Serencio was bound from General Santos City to Dumaguete City (Negros Oriental). The **MV Bulk Carrier I** was carrying 16,000 bags of rice at the time of the incident. **Source : ShipTalk**



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NAVY NEWS

Shaurya Chakra for Navy officer, posthumously

A Lieutenant Commander-rank officer of the Navy, who died while trying to save six fellow officers on board a submarine on August 30 last, is likely to be awarded the Shaurya Chakra for his act of valour. Lt. Commander Firdaus Darabshah Mogal, who was posted as an executive officer of a submarine, tried to save the six sailors who got washed away while carrying out external repairs to the vessel.

The submarine had developed an external defect during its deployment and surfaced on the morning of August 30 for repairs. But in the heavy sea and strong waves, some sailors were swept off the submarine. During the struggle to save his men, Lt. Commander Mogal ensured that each of them climbed up the vessel before him. The officer sustained fatal head injuries in the process, officials said. He was rescued by a naval chopper and was evacuated to Indian Naval Hospital Ship (INHS) **Asvini**, where he died. **Source : The Hindu**



The Chinese built Benin Navy craft **P 799 LA SOTA**, as mentioned in Newscippings 225 dated 13-08, was spotted in "under maintenance" at a shipyard in Cotonou last week – **Photo : Jan Pieter Honkoop (c)**

Trials of India-bound Russian nuke submarine in final stages

The pre-delivery trials of the Akula-II class nuclear attack submarine K-152 the "**Nerpa**" are expected to be completed by the end of August for handing over to the Indian Navy on a 10-year lease. In the course of the trials in the Sea of Japan under the supervision of the Russian naval personnel and experts of the manufacturer, Indian crew is honing the skill to handle the deadly weapon platform before sailing for home port some time in autumn (September-November), according to state-run ITAR-TASS news agency.

"The Indian crew is giving a kind of proficiency test to the Russian experts. After the completion of trials in the end of August, the process of transfer of the nuclear submarine to the Indian Navy will commence," the agency reported quoting unnamed officials of Amur Shipyard - the manufacturer of the **Nerpa**. **Source : IndiaTimes**

SHIPYARD NEWS



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Prison term for former shipyard NDT inspector

Robert Raymond Ruks, 34, of Portsmouth, Va., was sentenced today to 37 months in prison, followed by a term of three years supervised release, for making false statements to Navy officials and federal agents by falsely certifying that he had inspected the hulls of Navy ships and submarines, when in fact he had not. Subsequent inspections found certain welds on these vessels to be defective. Neil H. MacBride, United States Attorney for the Eastern District of Virginia, and Mark D. Clookie, Director, Naval Criminal Investigative Service (NCIS), made the announcement after sentencing by United States District Judge Mark S. Davis. Ruks pleaded guilty on May 6, 2011.

"Lying on weld inspection reports is a dangerous crime that threatens the safety of our men and women who serve in the U.S. Navy," said U.S. Attorney MacBride. "Because of his lies, the Navy and its shipbuilding partners had to conduct a thorough technical review and re-inspection of the affected vessels to ensure the ships' safety. My office is committed to ensuring that government contractors are held responsible when they attempt to defraud the government and put our Navy personnel in danger."

According to court documents, Ruks worked for Northrop Grumman Shipbuilding, Newport News (NGSB) as a Non-Destructive Testing (NDT) inspector. On May 14, 2009, Ruks admitted to his supervisors that he had falsely certified that he had inspected three lift pad welds on a Navy submarine when in fact he had not. Ruks was later questioned by NCIS agents and, although he admitted the false certifications of the lift pad welds, he lied to the agents regarding the number of other ship and submarine hulls he had failed to inspect. NCIS determined that Ruks had been falsely certifying weld inspections on various hulls from 2007 through 2009. Based upon achieved inspection records, NGSB officials estimated that Ruks performed approximately 9,506 NDT weld inspections on as many as six submarines which he certified in the NGSB Electronic Records System. A re-inspection of all the welds certified by Ruks revealed that 14 structural welds and two pipe welds (one of which was a SUBSAFE, critical weld) were determined to be defective/unsatisfactory. There were also a considerable number of welds Ruks certified that were labeled as "inaccessible" due to their location. The re-inspection required 18,906 man-hours, which included the correction of the defective weld joints, at a cost of approximately \$654,000.

This case was investigated by Naval Criminal Investigative Service. Assistant United States Attorney Stephen W. Haynie prosecuted the case on behalf of the United States. **Source : MarineLog**

Austal awarded contract for eight Australian Customs patrol boats



Austal has been awarded a contract for the design, construction and through-life support of eight new 57.8 m patrol boats for the Australian Customs and Border Protection Service. The approximate value of the contract is A\$330 million (A\$280 million for design and construction and a minimum A\$50 million in-service support).

This contract is the shipbuilder's second significant contract with the Australian Customs and Border Protection Service, having designed and constructed Customs' current fleet of eight Bay Class vessels, which have been in operation for over 10 years.

Austal will build the fleet of Cape Class Patrol Boats at its shipyard in Henderson, Western Australia. Construction of the first vessel is expected to

commence in February 2012, with all eight due to be delivered between March 2013 and August 2015. The In-Service Support contract extends for a minimum period of eight years and encompasses a full range of intermediate and depot level maintenance activities. Further options can be exercised by the Australian Customs and Border Protection Service for In-Service Support for the life of the Cape Class Patrol Boat Fleet. The eight 57.8 m Cape Class Patrol Boats will play a significant role in protecting Australia's borders from multiple maritime threats, and have been designed to have greater range, endurance and flexibility, as well as enhanced capability to operate in more severe sea conditions than

the current Customs' fleet. Austal Chief Executive Officer, Andrew Bellamy, commented that Austal is proud to have been selected to work with the Australian Customs and Border Protection Service once again, and that the contract is strategically important for the Western Australian company. "The Cape Class contract cements Austal's position as the sole provider of Australia's Border Protection Command patrol vessels, and as a leading supplier of Australia's front line border security and surveillance capabilities. It also provides us with the opportunity to continue to work with our long standing partner, DMS Maritime, to provide in-service support for the new Cape Class fleet."

"This contract is significant for Austal in that it is a key first step in the repositioning of our Henderson facilities as a defence focused operation, and reaffirms our position as an emerging global defence prime contractor." "Having already designed and built the Royal Australian Navy's Armidale Class Patrol Boats, today we are the prime contractor for these new Customs vessels as well as for two multi-ship U.S. Navy programs; the Littoral Combat Ships and Joint High Speed Vessels." "The Cape Class contract will also aid Austal in sustaining our Henderson workforce," concluded Mr. Bellamy. **Source : MarineLog**

Ship conversion underway, but with delay

The conversion of one unusual specialist ship into another is now underway at [Lloyd Werft](#) in Bremerhaven, Germany, as planned, but completion has been delayed by a fortnight, according to the yard.



Tom Todd writes: Work on converting the 11,000dwt dock ship newbuilding **Combi Dock IV** (completed by LWB only last year) into the heavy-lift, deep-water oil exploration and offshore support vessel **OIG Giant II** got underway after her arrival on 10 August. Completion for [Harren Partners](#) new [Offshore Installation Group](#) (OIG) had originally been set for 15 September. LWB managing director Rüdiger Pallentin told The Motorship however that yard and owners had agreed to a two week delay to the end of September. No reasons were given but Pallentin had said earlier of the original September 15th completion date: "It's a tight deadline ... and a sporting challenge in such a short time-frame, but we are used to that here".

The 162.5m x 25.4m **Combi Dock IV** is one of a series of four heavy lift dock ship sisters built at LWB between 2007 and 2010 for the German/Danish company Combi Lift. One has already been converted into **OIG Giant I** and plans now are to convert the others. **OIG Giant II** will boast not only a submersible and tiltable open stern ramp for floating in or out, but also a heli-pad and an additional 500 ton, six-deck accommodation extension to the forward superstructure built by neighbouring [WST Weser Stahlbau](#). Her forward, heavy-lift cranes are being lengthened and a 7.8m x 7.4m moonpool installed along with six more generators on deck to cope with increased power needs. **OIG Giant II** is also getting a DP system, which means the relocation of the forward bow thruster and the installation of two stern thrusters as well as rudder modifications. She will have two hydraulically retractable Azipod thrusters 3.3m below the hull with 3m diameter propellers and turning through 360°. **Source : The Motorship**

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"AZURA" 19 July 2011 at Cobh (Cork) Ireland - Photo : Henk van der Linden ©

Chennai harbour's Royapuram gate becomes a bone of contention

A gate to the Chennai harbour located at Royapuram has now become a bone of contention between users of the Chennai Port Trust (ChPT) and the traffic police. After a gap of nearly seven months, the ChPT opened Gate 2A on August 6 for allowing the exit of laden containers to clear cargoes in time, but the city traffic police suspended movement from August 9, saying it was totally "unfit and unsafe" for movement of containers through the narrow streets and heavily populated areas near the gate. Incidentally, this entrance is being used for movement of containers for several years. On an average, ChPT handles over 4,000 containers per day. However, all the vehicles, including containers, tippers, tankers and general vehicles, have to pass through 'O' Gate. Another gate near the War Memorial, known as Gate 10, is available only during night from 11 p.m. to 6 a.m. for coal and car carriers. As per the record, ChPT has about four entry and exit points (Gate 0, 2, 2A and 10), but only two (Gate 0 and 10) are operational, thus hampering the easy movement of containers either to enter or exit the harbour.

Delay in clearing the containers has led to flash strikes by truck operators in the past, resulting in containers queuing up for miles up to Ernavur, north of the city. Gates 2 and 2A were closed for several months from December 2010 due to poor road conditions.

Due to problems such as congestion, failure to catch the vessels in time to load cargo and payment of unnecessary demurrage, the trade approached Speaker D. Jayakumar for help [as he was elected from Royapuram Constituency] and he readily agreed to look into it. He called all the stake-holders, including the local people, on August 1 and ordered opening up of one more gate. After two days, the traffic police felt that it was unsafe to allow continued movement of containers. "If the traffic police feels that it is totally unfit and unsafe to open Gate 2A for vehicular movement during night time, then what would be the ideal time?" asked the Chennai Trade Coordination Committee members. On their part, ChPT officials have sought the permission of top officials to allow laden containers to exit from Gate 2A to help exporters and importers clear the containers without any delay.

"It is a pity though the ChPT earns several crores of rupees in revenue, the gateway to the Eastern coast suffers from inadequate number of entry and exit points for EXIM trade. Besides, it does not have a big entrance like other major or minor ports," said logistics service providers. **Source : The Hindu**



The **MAXIME** seen at the channel between Gent and Terneuzen – **Photo : Walter de Groot (c)**

China Merchants to build, operate 2.4 million TEU Colombo terminal

HONG KONG's China Merchants Holdings (CMHI) has made a deal to build and operate a container terminal in the Sri Lankan capital of Colombo, Dow Jones reports. The CMHI has signed a deal to invest more than US\$500 million, representing a 55 per cent share in the project. The first phase is to start operations in early 2013, the company said in a statement. Construction is being contracted to mainland builders China Harbour Engineering Company (CHEC) and Sino Hydro Corporation. The Chinese company and Sri Lankan conglomerate Aitken Spence entered into a non-binding agreement with the Sri Lanka Port Authority to design, build, develop, manage, operate, and transfer the South Container Terminal at the Port of Colombo, with a designed capacity of 2.4 million TEU. Aitken Spence will hold a 30 per cent while the Sri Lankan port authority will hold the remaining 15 per cent, said the report. **Source Schednet**

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RIG MOVE “NOBLE PIET VAN EDE”

Last weekend (13 / 14-08-2011) 3 Tugs moved the Jack Up Rig **Noble Piet van Ede** – working for **GDF SUEZ EP Netherlands** – from **K12C platform** to **G16a platform**



The tugs **THORAX** (lead tug), **FAIRPLAY 27** and **BUGSIER 21** were used and the move was performed by Noble Rig mover **Rob Breure** and OMC Rig mover **Bert Kaper** as seen on the right
Photo's : Anne Jonkers ©



Alam Maritim bags \$7m offshore vessels contracts

Offshore services provider Alam Maritim Resources has clinched two contracts worth RM20.16m (\$6.72m) to hire out two vessels. Malaysia-based Alam Maritim won tenders from Petronas Carigali to provide one accommodation vessel and from a local oil and services firm to provide one unit workboat.

The Petronas Carigali contract is for 138 days with extension options and the second contract is for 30 days without extension options. “The contracts... are expected to positively contribute to the earnings and net assets of Alam Maritime for the financial year ending 31 December 2011,” Alam Maritim said in a statement. **Source : Seatrade Asia**

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The tug **Baloe** seen towing **Oceanteam Installer** from Emden to Büsum for the next cable lay job for the Helwind project – **Photo : Jack van Dodewaard ©**

China-Mediterranean rates lead the way as spot market recovery begins

SPOT rates on all the major trades from China rose last week for the first time this year, with the Mediterranean trade leading the way, rising 5.5 per cent from the previous week to US\$1,019 per TEU, according to the latest data from

the Shanghai Containerised Freight Index (SCFI). Rates on the trade have not been this high since early March, when they stood at \$1,042 per TEU. Across all trades, the SCFI averaged a gain of 1.4 per cent to 1033.24 points.

Asia-Europe rates also rose for the week, albeit by a more conservative 0.6 per cent to \$828 per TEU. Freight rates to both US east and west coasts recovered, after slipping the previous week. West coast rates rose 1.4 per cent to \$1,589 per FEU, while rates to the east coast rose by 1.6 per cent to \$3,131 per FEU, thus erasing the 0.4 per cent slip the week before.



The **Heinrich Ehler** seen in the Amazone Harbour in Rotterdam-Europoortend of the road boys!

Photo : Marijn van Hoorn ©



The **PALMERTON** seen arriving in Onne Port (Nigeria) – Photo : Pieter van Vuuren (c)

SCI backs out of Vizhinjam

The **Shipping Corporation of India** (SCI) has backed out of the **Vizhinjam International Container Transshipment Terminal** (ICTT) project, dealing a blow to the State Government's plans to land a private partner for the multi-crore project.

SCI has verbally informed the Kerala government of its decision, but nothing has been conveyed in writing thus far. "The reason given is that **Hindustan Construction Corporation** (HCC), one of the consortium partners, has withdrawn," Suresh Babu, CEO, **Vizhinjam International Seaport Ltd** (VISL), said when contacted. With the HCC withdrawing, the SCI-led consortium has ceased to exist, he said. And since August 15 is the last date for submitting the financial proposals, it is impossible for SCI or SKIL Infrastructure, the third partner, to form a new consortium. The SCI-led consortium was one of 12 firms/consortiums that were short-listed by a Chief Secretary-led high power committee some months ago.

SCI had emerged as a probable after the Kerala government floated global tenders for the ICTT project a third time during the tenure of the LDF Government. The project has been through some rough weather in recent months. The Ministry of Environment and Forests (MoEF) had exhibited grave doubts about its feasibility, before hastily granting clearance to the terms of reference for conducting an environment impact study. All short-listed firms were to have submitted their financial proposals by April, but the State Government was forced to extend the deadline on multiple occasions after a few firms, including SCI, requested it. August 15 was fixed as the deadline - the latest one - on the request of the firms. At the time, Ports Minister K Babu reasoned that since the State Government was pinning high hopes on the SCI, another extension should not pose a problem. Even in July, there were indications that the SCI might pull out of the race. "The project will not be affected. With the SCI informing us that it indeed is withdrawing, the state government can go ahead with other options," a top Ports official said. Among the remaining 11 companies are GMR, GVK, Patel Engineering, Nagarjuna and Global Ports, a Turkish firm. **Source: The New Indian Express**



Seen in Paris on the left bank of the Seine close to the Eiffel Tower and facing "Radio France" offices, the bowsection of the **SS FRANCE** saved and purchased from the Indian breakers. **Photo : philippe.p.brebant@sfr.fr ©**

Hanjin posts loss of US\$157 million in box shipping in second quarter

SOUTH KOREA's Hanjin Shipping has posted a loss of US\$254 million with container shipping losing \$157 million, against last year's profit of a \$191 million. Hanjin's loss in container business reversed an operating profit of \$136 million in the second quarter of last year, reported Newark's Journal of Commerce, adding that container revenue fell 1.2 per cent to \$1.8 billion. Average revenue per box fell 15.7 per cent, which was attributed to a 30.8 per cent decline in rates on the Asia-Europe trade. The company said the loss was due to "delayed recovery in freight rates on the transpacific and Asia-Europe trades. The carrier handled 1.079 million TEU in second quarter compared with 954,917 TEU one year ago. Volumes were up in all of services except for eastbound transpacific trade, which fell 14.5 per cent to 268,491 TEU. Hanjin blamed losses on the slack Asia-Europe market and said that it recorded a 14.3 per cent quarter-on-quarter increase in liftings but only 6.6 per cent increase in turnover, reported London's Containerisation International. The carrier added it would suspend loss-making routes, reorganise ports and rotations and restructure deployed vessels to regain the profitability. Looking ahead, Hanjin was sanguine there would be an improvement in the third quarter. **Source : Schednet**

OLDIE – FROM THE SHOEBOX



A complicated photo made in the Eighties in Birzebbugia Bay, Malta, which is showing 3 derricks of Oil Rigs, a large Floating Crane, Cutter Dredger, hopper barge, tug boat, & a OSA Supply boat.

Photo : Gaetano Spiteri (c)

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.... PHOTO OF THE DAY



The **SAMPSON** seen outbound from Rotterdam - Photo : Skyphoto Maassluis ©