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The OOCL NAGOYA seen in Rotterdam – Europort assisted by the RT ADRIAAN and the RT LEADER - Photo : Marijn van Hoorn (c)

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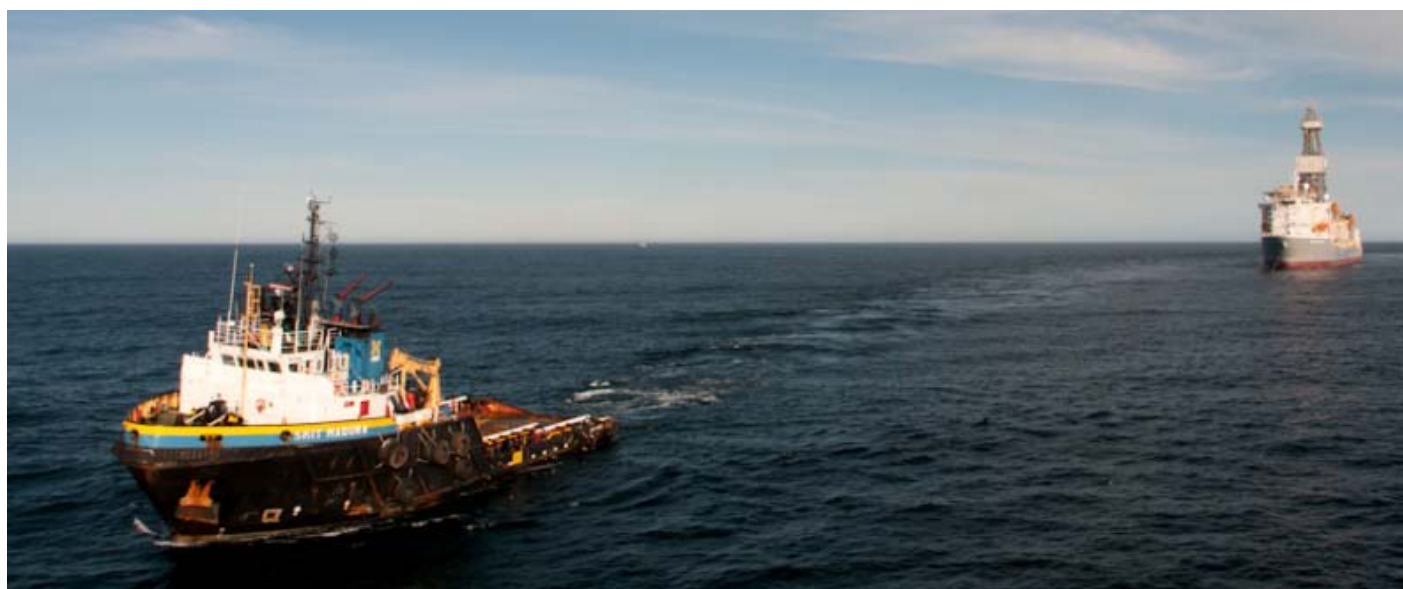
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Above seen the **SMIT MADURA** seen towing the drillship **PACIFIC SCIROCCO** from Cape Town to Ngqura (Coega)
Photo : Dave Muray – SMIT Amandla Marine (c)

Starving Somalia asks for coast guard ships

A visiting Somali delegation tabled a request for two search-and-rescue ships and six coast guard boats, worth some 250 million euros, during talks at the Undersecretariat for Defense Industries, or SSM, in Ankara last Friday

Turkey is considering supplying sea vessels to Somalia to help curb rampant piracy off the Horn of Africa, but the country's chronic poverty, now coupled with famine, has raised questions about how a possible deal could be financed. A visiting Somali delegation tabled a request for two search-and-rescue ships and six coast guard boats, worth some 250 million euros, during talks at the Undersecretariat for Defense Industries, or SSM, in Ankara last Friday, a senior

SSM official told the Hürriyet Daily News. The delegation, which also visited shipyards in Istanbul and Antalya, was led by Abdiwali Ali Egal, vice-chairman of a fledgling Anti-Piracy Task Force attached to the Transitional Federal Government, Somalia's rickety internationally recognized administration which is battling also Islamist insurgents. The Somalis requested that Turkey provide the vessels either as a donation or as part of a barter deal with an offer for future opportunities in Somalia's fishing sector, the SSM official said.

The Somalis, he said, are likely to raise the issue with Turkish Prime Minister Recep Tayyip Erdoğan when he visits Somalia on Thursday and Friday to draw international attention to the deteriorating humanitarian crisis in the country, hit by the world's worst famine in decades atop a 20-year civil conflict. Heavily armed Somali pirates have turned the busy shipping lanes off the Horn of Africa into some of the world's most dangerous waters, seizing ships and making millions of dollars in ransom.

Several international naval forces, including a Turkish frigate, have been deployed in the region to protect merchant ships. Meanwhile, Turkey's aid campaign for Somalia reached 150 million Turkish Liras in just two weeks, Deputy Prime Minister Bekir Bozdağ told journalists in Istanbul on Monday. **Source : Hürriyet Daily News**



The TSHD **JADE RIVER** seen operating at the Scheldt River – **Photo : Steven Oppeel** www.stevo.be

Ship owners could face pain on the back of gloomy economy's predictions

The latest market turmoil, coupled with the renewed risk of a global recession could very well signal more troubled times for ship owners of all ship types. After all, owners, especially tanker ones, are already struggling amid extremely weak rates, abundant tonnage supply and prospects of more new tankers entering the fleet in the next few years. Similar conditions were faced by owners in 2009, yet back then the balance sheets were much healthier following years of prosperity in the industry between 2004 and 2008. In its latest weekly report, London-based shipbroker notes some striking similarities between today's crisis and the one of 2008. It says that "the whole world was taken aback when Standard & Poor's downgraded the US's credit rating from AAA by one level to AA+. The downgrade took place after a week of rapidly falling equity markets internationally and a perilous escalation of the debt crisis in Europe.

As a result, the equity markets this week also have been very volatile. Shipping stocks have not been immune to turmoil, with many publicly traded companies seeing double digit losses. A similar picture was observed in many commodities markets, with Brent front month futures falling to a low of \$102.57/bbl earlier this week, from a recent peak of \$126.65/bbl in mid-April. The latest developments create a sense of déjà vu, with what economies around the globe went through at the outset of the recession in the second half of 2008. Back then, equity markets also witnessed a rapid decline. Likewise, oil and many other commodities plummeted. Of course, the crisis now is not exactly the same as the economic meltdown back in late 2008. However, the striking similarities are alarming and intensify the fears of a double-dip recession.

Indeed, we are already noting signs of slowdown both in the global economy and in world oil demand. Many advanced economies are revising down their growth expectations on the back of sluggish economic activity in recent months. In terms of oil, the International Energy Agency provided initial estimates of net zero growth in global oil demand in June. Furthermore, it warned that current economic climate poses a major threat to future demand growth. The agency estimated that a 1.4% reduction in world GDP figures this year and next will cut the expansion in global oil consumption by 0.3 million b/d in 2011 and by 1.3 million b/d in 2012” noted Gibson.

Still, it offers a note of optimism, commenting that “however it is still too early to forecast the doom and gloom seen back in late 2008 and throughout 2009 to be relived this time around. Nonetheless, the world appears to be a different place now than it was two weeks ago, with the latest developments clearly posing a colossal new threat not only to global economy at large but also to the tanker industry” concluded Gibson. Meanwhile, in its analysis of the past week for the tanker markets, Gibson mentioned that “Chinese refineries undergoing maintenance, a midweek holiday in Singapore and a softer bunker price was always going to continue to provide impetus to Charterers to exert pressure on what is already a very weak VLCC market. And this will probably be unrelenting as we veer towards the end of the August programme with East continuing at around WS 45 and West at WS 35. Suezmaxes have gradually thinned out, but without sufficient enquiry to help support them, rates will continue to march sideways at around WS 77.5 East and WS 57.5 West. An exceedingly quiet week on the Aframax leads them to being relatively untested by their usual standards, but the continued weakness in the Far East will allow 80 x WS 110 East to be the prevailing benchmark set by Charterers for Arabian Gulf to Singapore.

Suezmax enquiry in West Africa remains at a drip feed basis as it continues to test Owners' mettle. Voyages to the Atlantic are now being achieved at 130 x WS 62.5 with voyages to the continent commanding around 5 points higher with the status quo persisting into next week. The VLCC market remains relatively unchanged rate wise since last week as Eastern destinations are operating a shade below 260,000 x WS 44, with West at WS 47.5 with moderate forward enquiry unlikely to provide few surprises on the horizon.

Aframax began the week as the previous ended, with activity continuing. The critical mass seemed to have been achieved as rates crept up 2.5 points for all areas with WS 90 for Ceyhan loads and reports of WS 92.5 for Black Sea loads being achieved. However, as the cargos began to dry up a little in the Mediterranean and fixing dates began to drift further away, rate increases hit a wall and look to be stable now. However, as the new bunker price filters through to Owners' calculations we may see erosion once more. Suezmax enquiry emanating from the Black Sea is just enough to keep rates at around 135 x WS 70, but a mild discount can possibly be on the cards next week if the same mood and inactivity persists” said Gibson. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



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Above seen the transfer of bulk Bentonite between the "**ITC Cyclone**" and the "**E.R. Trondheim**" while the vessels are on D.P. The "**ITC Cyclone**" and her sister vessel "**ITC Chinook**" are supporting the drilling platform "**Transocean Driller**" in Brazilian waters. Photo : Capt. Leen van Dijk - Master '**ITC Cyclone**'

Jungerhans's New Container Ship Begins its Maiden Voyage

The latest container ship new building, completing the fleet of ships managed by Jüngerhans Maritime Services, has begun its maiden voyage from China to Europe with a full cargo of empty containers. Upon delivery of the vessel by Jiangdong shipyard located in the Chinese province of Wuhu, the journey first took it to Qingdao. A total of 450 40-foot container was loaded there. They were brand new reefer containers equipped with their own refrigerating device. The journey of MV "**ARIES J**" first went through the Panama Canal to Puerto Limon, Costa Rica. There, the new containers were unloaded. The charter contract with the Spanish shipping company Boluda, already concluded prior to delivery from the shipyard, was started on March 1st in Las Palmas / Gran Canaria. This employment was like usual mediated by Arkon Shipping, Jüngerhans shipping company's exclusive chartering broker. The vessel type SSW1000 Super is employed under the charter name MV "**DANIELA B**" in the "Norte"-service between Spain and the Canary Islands and will regularly call at the ports of Las Palmas, Santa Cruz de Tenerife, Algeciras, Lisbon, Marin and Bilbao.

Source: Jüngerhans

Hijacked MV Sinin with 9 Indians rescued

MV Sinin, a merchant vessel, that had been captured by Somali pirates in February this year, was released on Saturday after several months of negotiations, Asia Edge reports. The vessel, which had 21 persons onboard, including nine Indians, is expected to reach Colombo, Sri Lanka in another week. "The Directorate-General of Shipping has been informed that **MV Sinin**, which was hijacked by Somali pirates on February 12 this year, has been released on August 13. A total crew of 21 persons, including nine Indians are reported to be safe," read a statement issued by shipping authorities.

After the release of the 52,446 tonne-bulk carrier, the owners of the vessel have provided for replenishment of stores, fuel and security for the vessel so that it can reach Colombo by August 19. "Once the ship reaches Colombo, the vessel is likely to be dry docked for extensive inspection for damage or repairs needed," read the statement.

The Malta flagged ship was confirmed to have been captured at around 350 nautical miles east of Masirah, an island off the Oman's coast. The European Union Naval Force has been monitoring the situation of the vessel since February this year. The naval force's main task is to escort merchant vessels carrying humanitarian aid under the "World Food Programme" and vessels of African Union Mission in Somalia, apart from protecting vulnerable ships from Somali pirates in the Gulf of Aden and in the Indian Ocean. It also monitors fishing activity off Somalia's coast. The vessel was on its way from Fujairah in the United Arab Emirates to Singapore. At the time of hijacking, the crew had sent out a distress signal of it being "under attack". Responding to the distress signal, an aircraft of the Combined Maritime Forces (CMF) immediately came around and photographed two suspected Somali pirate skiffs onboard the vessel. MV **Sinin** is owned by M/s Irano Hind Shipping Company Ltd. based in Teheran, Iran. **Source : PortNews**



The **TANJUNG GELANG** seen anchored off Kemaman Supply base – **Photo : Capt. Jelle de Vries ©**



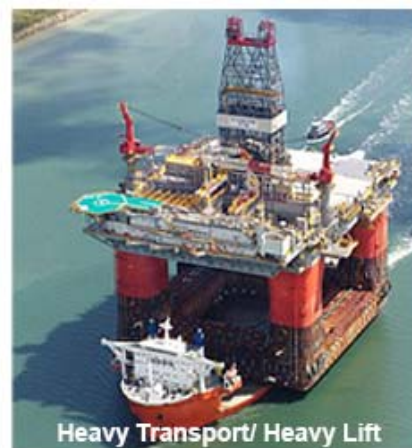
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Gannet Oil Leak Under Control

The oil leak on a flowline system that serves the Shell-operated **Gannet Alpha** platform in the North Sea has spilled an estimated 1,300 barrels, or 216 tonnes, a Shell spokesperson said. The spill remains under control, with the well shut in on Wednesday, Aug. 10 and work underway to completely halt any further oil leakage. "This is a significant spill in the context of annual amounts of oil spilled in the North Sea. We care about the environment and we regret

that the spill happened. We have taken it very seriously and responded promptly to it," said Glen Cayley, technical director of Shell's exploration and production activities in Europe, in a statement today.

Cayley estimates that the current rate of leaking is less than five b/d. The sheen, which also changes from day to day, is 0.5 square kilometres in size. The spill is a light crude oil with a low wax content (API-36). There is also some hydraulic fluid in present. Cayley added, "The high winds and waves over the weekend have led to a substantial reduction in the size of the oil sheen as can be seen from the current levels on the water. We continue to expect that the oil sheen will disperse naturally due to wave action and that it will not reach the shore."

Personnel on the platform are safe and the platform continues to operate. A standby vessel, Grampian Prince, remains on station monitoring the area, with oil spill response equipment and dispersant available if required. Shell's emergency response team remains in place and is working with the relevant authorities (DECC, MCA, Marine Scotland, Scottish Government) to manage the incident and minimize its environmental impact.

"We are also in contact with RSPB and other environmental agencies. We will be sharing our latest estimates with them as well as what we know about the nature of the oil, and the monitoring of wildlife," said Cayley.

The UK Department of Energy and Climate Change (DECC) said its environmental inspectors will continue to monitor the situation and have been working closely with the company and counterparts from the Health and Safety Executive, Maritime and Coastguard Agency and Marine Scotland since the spill was reported last week.

"Although small in comparison to the Macondo, Gulf of Mexico, incident, in the context of the UK Continental Shelf the spill is substantial – but it is not anticipated that oil will reach the shore and indeed it is expected that it will be dispersed naturally.

"The UK Continental Shelf oil spill record is strong which is why it is disappointing that this spill has happened. We take any spill very seriously and we will be investigating the causes of the spill and learning any lessons from the response to it." The Gannet field is in the Central North Sea around 112 miles (180 km) east of Aberdeen. It is operated by Shell U.K. Limited on behalf of itself and Esso Exploration and Production UK Limited



Above seen the 1987 built MLT flag ferry **RUZGAR** formerly **KLAIPEDA**; **CELTIC MIST**; **CELTIC STAR** and **SARONIC STAR** entering Grand Harbour, Malta on Monday 15th August, 2011

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©

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Thoresen Thai Q3 net profit up to \$11m

[Thoresen Thai Agencies](#) (TTA) posted higher net profit for its third-quarter as it benefitted from improved time charter rates from its dry bulk shipping fleet, Seatrade Asia online reports. Third-quarter net profit rose to THB324.45m (\$10.86m) compared to THB138.11m in the same quarter of last year, the Bangkok-listed firm revealed.

Revenue for the quarter, however, dipped to THB4.38bn compared to THB4.54bn a year ago. TTA acknowledged contributions from its reconfigured dry bulk fleet as well as contributions from its diversified businesses into petroleum tankering and coal mining. While the company managed to attain slight improvement operationally quarter-on-quarter, it has not reached breakeven from a pure operations basis. "BDI remains weak, falling 58% from an average of 3,307 points in the third-quarter of financial year 2010 to 1,379 points in the third-quarter of financial year 2011," TTA said. "The time charter equivalent improvement, outperforming the BDI, is attributable to generally larger and more modern vessels in the fleet and positive contribution from chartered-in vessels." As at 30 June 2011, TTA owns a fleet of 18 dry bulk vessels with an average size of 37,107 dwt per vessel and an average age of 11.5 years old. **Source :** PortNews



The **QUEEN ELIZABETH** seen with 23 knots enroute Gibraltar – **Photo : Iain Forsyth (c)**

Supertanker prices down to a nine-year low

A supertanker sold for around 30 percent less than the last comparable deal in April, as hire rates fall to a nine-year low, Bloomberg reports. The 2-million barrel tanker [Tenzan](#), built in 2000, was sold for \$36 million to a Greek buyer, according to reports from four shipbrokers. That compares with the \$51 million to \$52.5 million sale four months ago of a tanker the same age and size, based on shipbrokers' reports. That vessel, the 2000-built [Yohteisan](#), has been renamed [Ruby IV](#). With the crude markets continuing to wallow in the doldrums it was only a matter of time until

values adjusted to reflect this,” said London-based Galbraith’s Holdings Ltd., in a report distributed Aug. 12. [Tenzan](#) is listed as being owned by [Nippon Yusen KK](#), according to data from IHS Fairplay on Bloomberg. The shipowner does not comment on individual transactions, spokesman Jun Katayama said by phone from Tokyo. Values are forecast to fall as owners contend with the biggest glut of supertankers in 29 years while the fleet expands twice as fast as demand, driving earnings to the lowest since 2002. Average time charter rates have failed to cover operating and fuel expenses and yielded negative dollar-per-day rates since June 30, according to the London-based Baltic Exchange, which provides freight rates on more than 50 routes. Weekly rates to ship crude on very large crude carriers from the Middle East Gulf to Japan were \$7,281 a day for the week ending Aug. 12, the lowest since Sept. 13, 2002, according to Clarkson Research Services, a unit of the world’s largest shipbroker.



The VLCC [DORRA](#) at Fawley Oil Terminal on 15th August, having arrived from Rotterdam.

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

Tanker values were “heading south and fast”, said Oslo- based investment bank [Arctic Securities ASA](#) in an e-mailed report today. “Even when adjusting for size and vessel particulars, this is clearly a sharp decline in prices,” wrote analyst Erik Nikolai Stavseth about the [Tenzan](#) sale. More very large crude carriers were on the market at lower prices, with lower values of new and more modern vessels expected, Stavseth said. “The pressure on charter rates within the crude sector has led to an increase of new sales candidates entering the markets, and we expect more similar sales to the Tenzan to follow over the coming months,” said Clarkson Research Services in a weekly note to clients, published Aug. 12. A five-year-old supertanker was worth \$79.94 million, according to the Baltic Exchange. That’s 4.6 percent down this year, and 51 percent lower than the peak of \$162.04 million on July 28, 2008, data show. Shipbrokers and banks that reported Tenzan sale details included [Clarkson](#), Galbraith’s and HSBC Shipping Services Ltd, all based in London. US-based [Compass Maritime](#) and Piraeus-based [Golden Destiny SA](#) also reported it.

Source : PortNews

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Crew rescued after yacht capsizes off Co Cork coast

A US registered yacht capsized near Fastnet Rock off the Co Cork coast this evening. Some 21 people were onboard the Rambler 100 , which was participating in the Fastnet Race from Cowes to Fastnet and back to Plymouth, when it capsized in force five winds at about 7.30pm.

The Department of Transport said all 22 crew had been accounted for. As many as 10 people were feared missing earlier. A department spokeswoman said 16 people were now sitting on the hull of the ship and the remainder were on life rafts. The Irish Coast Guard and Baltimore Lifeboat are attending. Two Irish Coast Guard helicopters from Shannon and Waterford were also dispatched.

Naval patrol ship **LE Ciara** was in the area and is assisting. The search operation was hampered by misty and rainy conditions with visibility down to less than a mile. Winds were gusting to Force 6 and a five-metre swell was reported.

The remainder of the fleet was unaffected except for a number of nearby competitors that suspended racing to assist in the search and rescue operation. The Fastnet Race, regarded as the one of the oldest offshore yacht races in the world, first took place in 1925. The 608-mile race passes Land's End before turning north-north-west and across the Celtic Sea towards West Cork. Participants round the famous lighthouse three miles off Cape Clear Island before heading to their ultimate destination of Plymouth. The majority of the crews participating are amateur and club racers.

A total of 314 boats started the race, now sponsored by Rolex, off Cowes on the Isle of Wight on Sunday, beating the previous record turnout of 303 entries registered for the tragic 1979 installment. A total of 15 people died that year when the fleet was caught in violent weather and sea conditions between Lands End and Fastnet.

A memorial stone listing the 15 names was erected on Cape Clear's North Harbour in time for the 25th anniversary which was held on the island in 2004. Prior to 1979 the Fastnet Race had a good safety record with one crewman lost overboard in 1931. **Source : Irishtimes**

MORE RELEASED

According to media reports the Greek bulk carrier "**MV Dover**" could soon be released from pirate control. The vessel was hijacked off Oman in February, with 23 crew onboard. The number of persons held onboard was swollen with the addition of the Danish yachting family who were taken from their yacht, "**ING**".

The release of the "Dover" is also understood to mean that the family will too be released. If the reports are correct then this will be the second release in quick succession, as the "**MV Sinin**" was freed this week after a ransom agreement was reached. The fact that there are more vessels being released has prompted some observers to suggest the pirates are "rotating stock", getting themselves ready to hold more vessels when the monsoon subsides as the weather conditions improve.

NAVY NEWS

S. Korea to deploy powerful anti-sub missile this month

A Korean-made powerful anti-submarine missile is expected to be deployed on one of the Navy's Aegis-equipped destroyers later this month in a move to bolster its maritime defense capabilities. Dubbed a "submarine killer," the Hongsangeo missile with a range of 30 kilometers is regarded as one of South Korea's key strategic weapons that could effectively deter North Korean submarine infiltrations. Hongsangeo means red shark in Korean.

Seoul has been trying to beef up its maritime security, particularly against Pyongyang's asymmetric weapons systems. The torpedo that sank the corvette Cheonan near the tense western sea border last year is thought to have come from a midget submarine.

"Late last month, the Navy finished the installment of the launch system for Hongsangeo missiles on the destroyer, the Sejong the Great. Starting from Aug. 8, it began its final tests (on the system)," Rep. Song Young-sun of the minority

Future Hope Alliance party said in a press release. "Should there be any problems with the test results, the missile is to be deployed on it later this month. As it has a range of 30 kilometers, its operational deployment has a great meaning (in terms of maritime security)."

Song belongs to the National Assembly's National Defense Committee. Some military experts pointed out that the new missiles are of crucial importance particularly at a time China has been beefing up its naval capabilities. China has recently tested its first aircraft carrier Varyag, escalating foreign concern over its military expansion.

In collaboration with LIG Nex1, a local defense firm, the state-funded Agency for Defense Development spent nine years developing the missile since 2000 with a budget of 100 billion won (\$92.5 million). After launch, the missile flies to the area above where the target submarine is operating. The missile then deploys a torpedo, which then dives into the water to track and destroy the target submarine. The 5.7-meter-long missile carries a price tag of around 2 billion won. ADD and LIG Nex1 have already made the Cheongsanggeo light torpedo with a shorter range of 5 kilometers. The Navy reportedly seeks to deploy the Hongsanggeo missile on the country's second Aegis destroyer, the **Yulgok Yi Yi**, by the end of this year and on the third one, the Seoae Ryu Seong-ryong, next year. Under a project, codenamed KDX-III, South Korea has built three 7,600-ton Aegis destroyers to become the centerpiece of its strategic mobile fleet aimed at enhancing capabilities to deter North Korean aggression and conduct broader-range operations. **Source :** Korea Herald

Buy aircraft carrier for just Pound 3.5 million

Cash-strapped Britain is putting an aircraft carrier, warships, helicopters as well as battle fortified Land Rovers on the market for a song. Under an almost distress sale to plug a gaping £36 billion hole in the ministry of defence's budget, the price of the aircraft carrier **HMS Ark Royal** built at a cost of £200 million has dipped to a ridiculous level of £3.5 million. Also on offer at almost throwaway prices are Type 22 frigates costing £400 million each at £300,000, destroyers at just a million pounds, the Daily Mail reported quoting senior officials.



The Editor of the **Shippingnewsclippings** **Piet** seen boarding a **Gazelle Helicopter** of the British Army during a salvage operation in Scottish waters during November 2000.

It's not only the naval weaponry that is up for grabs, but also the 13 **Gazelle helicopters** which cost almost five million to build apiece are being sold at just **£100,000**. Senior military officers are said to be furious at the sell-offs, which they claim are giving away quality defence equipment while the forces need everything they can get. **Source :** Indiatimes

China's Nuclear Sub Needs

The past couple of weeks have seen a number of reports over a rumoured radiation leak from a 094 type Chinese nuclear submarine stationed near Dalian port. The incident is said to have occurred as electronic equipment was being installed on the sub.

Did it really happen? While some newspaper reports certainly seem to suggest so, officials have clamped down on discussion of the issue. This is hardly surprising since China has never been open about its nuclear assets (unless proudly displaying them during its national parades) and this would be especially the case over failures in these systems during regular research and development and deployment. This means that until there's greater overall transparency in Chinese official reports, such alleged incidents remain simply rumours.

However, the news highlights the broader issue of nuclear-powered submarines armed with nuclear tipped missiles, and the growing importance of a sea-based dimension to nuclear deterrence. It's well understood that deployment of strategic weapons at sea meets the criterion of survivability much better than other nuclear delivery options. And survivability of the nuclear arsenal is critical for credible nuclear deterrence. This is even more so in the case of countries that have a no first use nuclear doctrine. Since they have declared that they wouldn't be the first to use nuclear weapons, the credibility of their ability to absorb a first strike but still have a sufficient arsenal to cause



unacceptable damage to an adversary assumes high importance. It's therefore natural that China places special focus on acquiring an operational sea-based deterrent capability. Acknowledging the vulnerability of its few land-based inter-continental ballistic missiles to a US first strike, Adm. Liu Huaqing had concluded even before the start of this millennium that: 'In the

face of a large scale nuclear attack, only less than 10 percent of the coastal launching silos will survive, whereas submarines armed with ballistic missiles can use the surface of the sea to protect and cover themselves, preserve the nuclear offensive force and play a deterrent and containment role.' In the 1980s, China had developed the type 092 SSBN. But this never truly became operational because of numerous technical problems. Of course, it served as a great learning experience and the new Jin class is a derivative of that.

For the moment, the sea leg of the Chinese nuclear triad is likely to rest on Julang 2 (JL-2), a second generation SLBM that is to be deployed on the indigenous **094 nuclear-powered submarine**. This is believed to be ready for deployment, and so could have been undergoing some work towards its operationalization when the radiation leak is suspected to have happened. Whatever the details of the matter, though, the point that needs to be highlighted is that as long as countries decide to retain nuclear weapons, and base national security on credible nuclear deterrence, nuclear submarines will continue to be built and deployed. Indeed, many of the nuclear weapon states are actually moving towards relying solely on sea-based deterrent. The UK maintains only nuclear submarines for nuclear delivery. Arguing that nuclear deterrence was still needed as 'an insurance policy in an uncertain world,' the British parliament decided in 2007 that the country would build new nuclear submarines to replace the Vanguard submarines likely to be obsolete by the mid-2020s. France, too, had dismantled its land-based missile silos in 1996, and since maintains a dyad of submarines and aircraft as nuclear delivery platforms.

There's little doubt that China considers the development of the sea-based leg of the nuclear triad as critical for the credibility of its nuclear doctrine of no first use, and Beijing is moving steadily towards operationalization of its new Jin class of subs. Still, it would do well to acknowledge that new dangers will accompany the new capability. In anticipation of these, and given that China can't afford the loss of one of its nuclear subs – materially, politically, psychologically or environmentally – it's critical that the nation develop a clear understanding of the challenges and potential dangers. A certain amount of transparency, including when things go wrong, will help alleviate unnecessary misperceptions and misunderstandings in the region and beyond. **Source : The Diplomat**

Major repairs to navy frigate



South African Minister of Defence Lindiwe Sisulu told parliament this week that it would take more than two years to repair one of the country's navy frigates that was damaged by rough seas. South Africa bought four frigates in the controversial arms deal acquisition of hardware, including the vessels, submarines and jets.

Left : The **SPIOENKOP** seen moored in Simonstown naval base - **Photo : Piet Sinke (c)**

The hull of one of the Meko Type-200 vessels will have to be cut open to replace one of its damaged engines, worth R16-million. Sisulu was responding to a question by the Freedom Front's Pieter Groenewald.

MPs were told last year that rough seas off the coast had led to the vessel rolling excessively. An investigation discovered

a "shortcoming" on an underwater exhaust valve. The design shortcoming caused water to run into the engine and damage the crankshaft.



Above seen the 3 South African Type 1400mod of the **HEROINE class** seen Simonstown Naval base with from the left the **S 101 MANTHATISI** (at the slip) the **S 102 CHARLOTTE MAXEKE** and the **S 103 QUEEN MODJADJI I** in Simonstown – **Photo : Piet Sinke (c)**

Previously, the electronics of a new navy submarine, the **SAS Manthatisi**, were also damaged when a seaman inadvertently committed a power supply error. **Source : TimesLive**

USS Pennsylvania Departs Drydock

Trident-class ballistic missile submarine **USS Pennsylvania (SSBN 735)** completed a major step in its 27-month, engineered refueling overhaul (ERO) when it departed Puget Sound Naval Shipyard and Intermediate Maintenance Facility (PNS & IMF) Aug. 5.

Pennsylvania, based at Naval Base Kitsap-Bangor, entered dry dock in December 2009 for its ERO, which will enable the submarine to provide another 20 years or more of service. Cmdr. Gustavo Gutierrez, **Pennsylvania's**

commanding officer, applauded the efforts of his crew and shipyard personnel for ensuring a safe and successful undocking. Source : [MarineLink](#)

Cheaters on more US Navy submarines?

When the US Navy discovered a cheating ring aboard one of its submarines, it swiftly fired the commanding officer and kicked off 10 percent of the crew. Navy officials describe the case aboard the [USS Memphis](#) as a rare lapse in integrity, but some former officers say the shortcuts exposed by the scandal are hardly unique to one vessel. The former submariners tell The Associated Press it is not uncommon for sailors to receive answer keys or other hints before training exams. They say sailors know how to handle the nuclear technology, but commanders competing to show proficiency have made exams so difficult – and so detached from the skills sailors actually need – that crew members sometimes bend the rules. An investigation report obtained by the AP through a Freedom of Information Act request describes an atmosphere aboard the [USS Memphis](#) that tolerated and even encouraged cheating: Sailors were emailed the answers before qualification exams, took tests without proctors and openly asked officers for answer keys. One sailor told investigators that test-takers were encouraged to “use their time wisely” during breaks, insinuating that they should look up answers to exam questions. A submarine force spokeswoman, Navy Cmdr. Monica Rousselow, said the Navy holds its officers and crew to high standards and denied that cheating is rampant. “The evidence we have shows that it’s very rare,” said Rousselow, who is based in Norfolk, Va. But three former officers said the episode aboard the Groton, Conn.-based [Memphis](#) was an extreme example of shortcuts that occur aboard many of the roughly 70 American submarines in service. One of the former officers, Christopher Brownfield, wrote in a book published last year that his superiors aboard the [USS Hartford](#) urged him to accept an answer key to pass a nuclear qualification exam. He said other crew members received answers by email, and the sub’s leadership ignored him when he complained about cheating. Source : [thenewstribune](#)

SHIPYARD NEWS



MARAD announces \$9.98 million in grants to small shipyards

U.S. Transportation Secretary Ray LaHood announced \$9.98 million in grants to 13 small shipyards under the U.S. Maritime Administration's (MARAD) Small Shipyard Grants Program, [MarineLog](#) reported. "These grants will help improve our ability to build and repair ships in the United States, strengthening our economy and helping position these small businesses and shipyard workers to be better prepared to win the future," said Secretary LaHood.

"This money will help train workers and buy new tools and equipment," said U.S. Maritime Administrator David Matsuda. "Having these essential needs taken care of will help these small shipyards be more productive, efficient, and able to sustain good jobs for American workers well into the future."

MARAD received over 118 grant applications requesting \$105 million in assistance. The grants fund a variety of projects, including infrastructure improvements and modernizing equipment to increase the efficiency, competitive operations, and quality construction of vessels in U.S. shipyards.

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Upon completion of the **Nord Stream project** the **SOLITAIRE** arrived at the Heerema location in Rotterdam - Europoort last Tuesday. - **Photo : Frits Janse (c)**

Cargo handling in Klaipeda grows in July

In Klaipeda port in July, 2.96 million tons of sea-born cargo were handled, which was more by 21.6 percent if compared to the corresponding period 2010, Klaipeda port reports. In July of this year, Klaipeda Port has set two new records in cargo handling turnover by handling: 1,062.6 thousand tons of fertilizers and 23,380 units of Ro-Ro cargo. Butinges Terminal transported 795,8 thousand tons of oil. Handling turnover of fertilizers in July totaled 1,062.6 thousand tons, which was more by 33.1 percent or by 264.2 thousand tons comparing with the corresponding period of 2010. Calculating in tons, the growth rate was 328.5 percent or 76.2 thousand tons, in total 343.4 thousand tons

were handled comparing with the corresponding period of 2010. During July this year, 39,146 passengers, which was less by 16.9 percent, or by 7,977 passengers than during the corresponding month of 2010 visited Klaipeda Port. In July of this year, 3,300 cruise passengers, which was less by 4,437 cruise passengers or by 57.3 percent comparing with the corresponding period of 2010 called Klaipeda Port. 563 vessels, i.e. more by 4.5 percent or by 24 vessels comparing with the corresponding month of the previous year called Klaipeda port in July of 2011, LETA reported.

Source: Baltic-Course



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

World's biggest solar boat docks in Hong Kong

There is 'huge potential' to use alternative energy in the shipping industry, the man behind the world's biggest solar boat said on Monday as it arrived in Hong Kong as part of a global voyage. **PlanetSolar**, a 31 by 15-metre white catamaran, is equipped with more than 500 square metres of solar panelling and can reach a top speed of around 15 knots, equivalent to 25 kilometres per hour.

'We see there is a huge potential for solar boats,' project founder Raphael Domjan said. 'We have the technology to change and we are optimistic.' Mr Domjan acknowledged that it was unlikely cargo and commercial ships would rely on solar power alone, but said that it could be combined with other clean energy sources like wind. The boat, which can carry up to 50 passengers, arrived in Hong Kong from the Philippines after embarking on a world tour from Monaco last September. The 60-tonne Swiss-flagged vessel was built in Germany and cost 18 million euro (\$31.3 million). Merchant shipping accounts for 4.5 per cent of the world's total greenhouse gas emissions, according to United Nations figures. Source : **Businesstimes**

Ezra's offshore construction division awarded Chevron contract

Ezra Holdings Limited continues to boost its orderbook of marine and/or offshore construction contracts. The latest contract win was awarded to EMAS AMC, the Group's offshore construction division, by Chevron Thailand Exploration and Production Ltd, Chevron Offshore (Thailand) Ltd and Chevron Pattani Ltd (collectively, Chevron Thailand).

The award will see EMAS AMC installing a number of wellhead platforms and associated pipelines in the Gulf of Thailand. The project is expected to commence in early 2012 for a three year firm period with an option period for an additional two years. Source : **Offshore Shipping Online**

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EX DUDEN LEAVES RIO GRANDE



The **DUDEN** which was stricken by a large fire on November 22nd, 2009 offshore Brazil an accident in which 1 crew member lost his life, and 22 survived and were rescued by the Brazilian Navy, the vessel was towed into Rio Grande New port, June 7th 2011 the vessel auctioned and acquired by Jorge Luiz of White Azevedo Valentim, of Rio De Janeiro, for R\$ 1,7 million (U\$ 1.112.000,00 Dollars). Which told the media that the ship was to be towed to Turkey where the vessel will be repaired, it is expected that the trip from Rio Grande to Turkey will take about 50 days by the tug **IONION PELAGOS**

Photo's : Marcelo Vieira (c)





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Vizag port handles 27 million tons of cargo

Visakhapatnam port has, so far, handled 27 million tonnes of cargo during the current financial year against 24 mt during the last fiscal, according to Mr Ajeya Kallam, Port Chairman, the Hindu Business Line reports.

He was reviewing the performance of the port here on Monday, after hoisting the flag on the occasion of the Independence Day. He said the port had handled 68.04 mt of cargo during 2010-11 and it stood second among major ports in the country, after Kandla. A record of 37.9 mt of cargo was moved through the Railways during the year, he added.

The highest monthly cargo of 6.87 mt was handled during June this year, Mr Kallam said. There was shortfall in import of fertilisers due to increase in international prices this year. He said the Ministry had fixed a target of 67 mt for the current fiscal, keeping in mind the non-availability of berths due to ongoing repair works and also due to the fact that new berths had been taken up in the private-public partnership mode. The port was confident of exceeding the target and reaching 70 mt or so, he said. He congratulated the Visakha Container Terminal Ltd and the Visakha Seaports Ltd, the private operators in the port, for their performance during 2010-11. Visakha Container Terminal had handled a record quantity of 1,45,000 TEUs in 2010-11 and Visakha Seaports had handled 6.43 mt. He urged both the private operators to bring about further improvement in performance.

Referring to the port scenario in Andhra Pradesh, Mr Kallam said that out of 111 mt of traffic handled at the ports in the State, 43 mt of cargo was handled by the non-major ports, with Visakhapatnam being the sole major port. However, he said, the Union Government was planning to set up another major port in the State.

He reviewed the progress of the ongoing works in the port taken up at a cost of more than Rs 3,000 crore, several of them in the PPP mode. The strengthening of the general cargo berth (GCB) to handle 2 lakh DWT vessels was progressing briskly. The port had developed an alternative facility at the ore berth for uninterrupted coal handling. "For installation of mechanised handling facilities for fertilisers at EQ-7 berth, we will be able to award the project soon. We are awaiting security clearance. For handling of iron ore with mechanised facilities at WQ 1 berth in the inner harbour, a meeting will be held by the Ministry shortly. For development of EQ-1 berth with mechanised handling facilities, a concession agreement was signed on August 1. For development of EQ 1A berth, the agreement will be signed by the month-end," he said. He said the two 50-tonne tugs were expected to be delivered by the Hindusthan Shipyard Ltd here by the end of September. The port had sent proposals to the Ministry for development of truck parking terminal and a multi-modal logistics park as a joint venture. The approval of the Ministry for outer harbour dredging and for upgrading iron ore handling facilities to cater to 2 lakh DWT vessels may be received shortly, he said. In accordance with the maritime agenda, the total investment in the port during the next decade would be around Rs 14,000 crore, of which around Rs 8,000 crore would be through the PPP mode. There was also a proposal to develop a satellite port at Bheemunipatnam, he added. **Source : portnews**

CPC Announces New Tanker Christening

The christening ceremony of the **TONG YUN**, our company's latest 40,000-ton tanker, was held at Keelung shipyard of CSBC Corp. a major and state-owned shipbuilder in Taiwan. The ceremony was presided over by Chairmen Chu for CPC and Chairman Tang, Tay-Ping for CSBC; co-signing the certificate of acceptance was done by CPC Vice President Chang, Ray-Chung and CSBC Vice President Chen, Lie Lin Vice Minister of MOEA, Mr. Lin Sheng-Chung and his wife, were invited to address and christen this new, environmentally-friendly tanker. **Source: CPC Corp.**

Symposium



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Clough to sell marine construction business to SapuraCrest

Clough Limited has agreed to sell its offshore marine construction division to SapuraCrest Petroleum Berhad (SapuraCrest), a company listed on the Malaysian stock exchange, for gross proceeds of approximately A\$127 million in cash.

The companies have entered into a conditional Master Sale and Purchase Agreement with certain conditions precedent. Clough's offshore Marine Construction Division includes the derrick lay barge Java Constructor and associated marine construction equipment. Also included will be Clough's interest in the Clough Helix Joint Venture, which operates the chartered Normand Clough vessel, and its investments in specialist engineering businesses, OFI and Peritus. Relevant contracts including the Chevron Gorgon Domestic Gas pipeline project are proposed to be novated.

Post transaction the division will continue to operate from Perth with a continuing focus on both the Australian and regional markets. Clough will continue to provide a number of back office services to the business for a period of two

years. The sale will see Clough exit the asset intensive offshore marine construction market. **Source : Offshore Shipping Online**

See the loadout of the drilling rig onboard the **Noble Globetrotter** in this time Lapse of the 8 hrs Works compressed into an 3 ½ minutes movie made by Jaap Pameyer at

<http://www.fotorondleiding.nl/NGT-TL01/ngt-tlflv02.html>

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The **XIN MEI ZHOU** seen in Los Angeles harbor, 4 August 2011. - **Photo : Bob Duckson ©**



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Waylon hoofdact Wereldhavendagen

De Nederlandse zanger **Waylon** zal op zaterdagavond 3 september optreden als hoofdact tijdens het zaterdagavondprogramma op de **Wereldhavendagen**. Niet vies van 'wicked ways' – de titel van zijn gouden eerste album - treedt hij die avond onder andere op met **De Marinierskapel der Koninklijke Marine**.

Het avondprogramma staat verder vooral in het teken van '100 jaar China in Rotterdam', één van de twee thema's van de 34ste Wereldhavendagen. De patrouillevaartuigen van het Havenbedrijf verzorgen met een waterballet een deel van het voorprogramma dat verder doorspekt is van dans, muziek en een lichtshow vol Chinese accenten. Zo voeren enkele Chinese leeuwen op een mix van oosterse en westerse dance een leeuwendans uit. De show van het dansgezelschap van choreograaf Roy Julen (van o.a. 'So you can dance') wordt gecombineerd met martial arts en vuurspuwende draken.

De avond wordt tussen 22.30 en 22.50 afgesloten met een sprookjeachtige show van Chinees vuurwerk. Na 23.00 uur kan het feest worden voortgezet op Katendrecht bij de Nacht van de Kaap, een aan de Wereldhavendagen gelieerd festival.

De optredens op de Maas zijn goed te volgen vanaf de Erasmusbrug, Willemskade en de Wilhelminapier.



The **YM UBERTY** seen outbound at the Westerscheldt River
Photo : Richard Wisse – www.richard-photography.nl (c)

RESOLVE PURCHASED 2 MORE TUGS



Resolve Salvage & Fire (Asia) Pte Ltd a Singapore corporation a subsidiary of Resolve Marine Group is proud to announce the purchase of the following assets. The **Resolve Commander** and **Resolve Gladiator** formally **Commander** and **Gladiator** both 7200 BHP 78 TBP tugs have been purchased in Singapore. Damian Allan Director of BD is pleased to announce that we are continuing to add key vessels/equipment to strategic locations to better serve our World Wide client base. The addition of the **Resolve Commander** and **Resolve Gladiator** as Ocean Going tugs will add to the towage/salvage abilities we already have so we can build on our World Wide presents with equipment and personnel to compete in this market. Vessels are currently located in Singapore. Photo : **Piet Sinke** ©

.... PHOTO OF THE DAY



The Terschelling KNRM Paal 8 lifeboat **FRANS HOGEWIND** seen in action from the lifeboat **ARIE VISSER**
Photo : Harmen Schuttel ©

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