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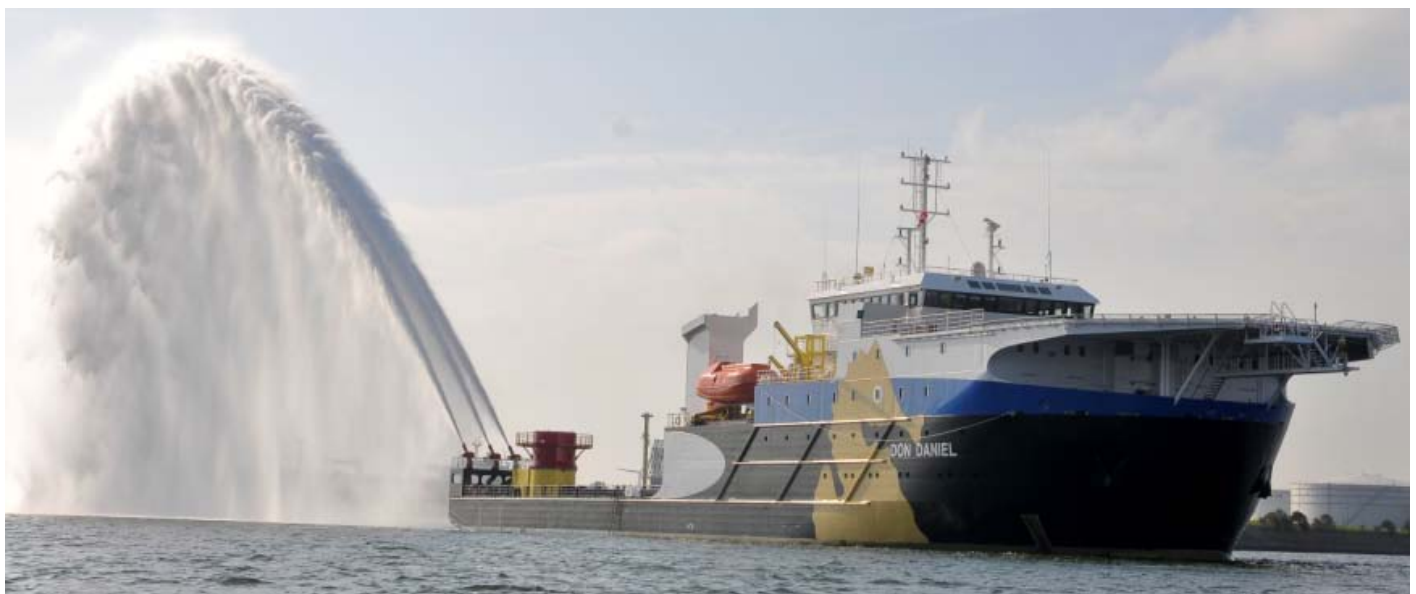
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The DON DANIEL seen during Fi Fi trails in Rotterdam-Europoort

Photo : Jan van Schilden (c)

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The **HENRIETTE SCHULTE** seen departing from Willemstad (Curacao)
Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

Grimaldi re-opens connections to Libya

The Grimaldi Group has announced the re-opening of the maritime connections to Benghazi, with regular departures from Genoa, Livorno, Civitavecchia, Salerno, Palermo, Catania, Malta and Zarzis (in Tunisia, close to the Libyan border).

One 2,500-lanemetre multipurpose ro-ro ship will be used for a service that will have a weekly frequency. Longest transit times are three/four days from the Italian ports. As soon as the political situation allows the company will also start to offer a connection to Tripoli. Source : shippax.se

RAF : 70 YEARS OF LIFE SAVING



Newsclippings reader **Rinus Verboven** visited with friends onboard the **TOGO**, a converted trawler into a pleasure craft, the **Whitby Regatta**, enroute back to Scheveningen when passing Flamborough head a RAF **SEAKING HAR 3** helicopter of the **22 squadron** showed up above the **TOGO** with the request if they could use the **TOGO** for a training exercise, what was granted by the crew as can be seen at the photos,

a stretcher was lowered including a dummy, the helicopter crew had a nice talk with the crew of the **TOGO** and learned them some more about heli rescue operations, **Number 22 Squadron** was formed at Fort Grange, Gosport, on 1 September 1915 and departed for France seven months later with twelve FE2B two-seat pusher biplanes.



These outdated aircraft were used for a year on reconnaissance tasks before **Bristol Fighters** arrived to take over these tasks. The Squadron moved to Germany after the War as part of the Army of Occupation and returned to the UK in August 1919 prior to disbanding at the end of the year.

The Squadron was reformed at Martlesham Heath in July 1923, but in name only, as the aircraft it flew belonged to the **Aeroplane Experimental Establishment**. During the next decade, many new RAF aircraft were tested by the squadron prior to entering service. In 1934, **No. 22 Squadron** was reformed as a torpedo unit at Donibristle with Vickers Vildebeests. At the start of World War II, the Vildebeests flew anti-

submarine patrols over the North Sea until replaced by **Beauforts** in early 1940. On 6 April 1941, Flying Officer K Campbell led a flight of six aircraft in an attack on the German battlecruiser **Gneisenau** which was anchored in Brest harbour. Campbell's aircraft was the only one to reach the vessel, and despite the awesome German defences, he managed to press home his attack on the **Gneisenau** before being shot down. It took months for the full story to emerge, but when it did, Campbell was awarded a well-earned Victoria Cross. In 1942, **No. 22 Squadron** moved to the Far East, re-equipping with Beaufighters in the process and undertaking anti-shipping rocket attacks. A month after the Japanese surrender, **No. 22 Squadron** disbanded.



It wasn't until 1955 that the Squadron reformed again, this time as a search and rescue unit equipped with **Whirlwinds**. It is in this guise that No. 22 Squadron exists today, having flown **Wessex** helicopters for a number of years before receiving **Sea Kings** in the mid-1990s. Although headquartered at RAF Valley, the Squadron maintains three detachments at Chivenor ('A' Flight), Wattisham ('B' Flight) and Valley ('C' Flight). **Photo's : Rinus Verboven ©**



Australian Army Blackhawk Helicopters train winching operations on Newcastle Harbour tug **Svitzer Maitland**
Photo : Garry Luxton - www.lakescan.com.au (c)

Crack in lifeboat causes workers to leave Hibernia oilfield

A group of workers has been removed from the Hibernia offshore oil platform off Newfoundland and Labrador after a crack was discovered in a lifeboat. Eleven workers have been returned to shore because of the reduced lifeboat capacity.

Four other employees have been transferred to a standby vessel, but will remain in the field. The Canada-Newfoundland and Labrador Offshore Petroleum Board says the lifeboat has been taken out of service and sent for an assessment. Hibernia is located about 315 kilometres southeast of St. John's. **Source : Thechronicleherald**



The CHARLOTTE THERESA – Photo : Willem Kruit (c)

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Smit 'verwatert' binnen Boskalis

Boskalis versterkt zijn greep op alles wat er bij **Smit** gebeurt en de ene na de andere functionaris bij de niet meer zelfstandige Rotterdamse maritieme dienstverlener zou worden vervangen. De nieuwe eigenaar zou bovendien plannen smeden om Smit-schepen om te vlaggen, zodat er goedkoper kan worden gevaren. Harde kritiek zeeliedenvakbond op beleid nieuwe eigenaar De zeeliedenvakbond **Nautilus International** komt met deze harde kritiek op het beleid van Boskalis in een brief aan de achterban, ter voorbereiding van een intern overleg in september

over een nieuwe collectieve arbeidsovereenkomst. De huidige afspraken tussen werkgever en werknemers lopen aan het eind van het jaar af. Een woordvoerder van Boskalis benadrukt in zijn commentaar dat de integratie van Smit binnen het baggerconcern, na de geruchtmakende overname, bijzonder goed verloopt. "Er worden mensen bij Smit naar Boskalis gehaald, maar ook andersom. Het is een proces dat vice versa verloopt om kennis en kunde uit te wisselen, waardoor nuttige kruisbestuivingen ontstaan.



In het vakbondsbericht aan de leden bij Smit wordt gesproken over een 'stevig gerucht' dat boten en bokken ([Taklift 4](#) en [7](#)) mogelijk zullen worden omgevlagd, waaraan in één adem de vrees wordt gekoppeld dat er in de toekomst met minder bezetting en/of met vreemdelingen zal worden gewerkt. "Wat doe je dan met de huidige werknemers? luidt de vraag van [Nautilus International](#) aan de achterban. Uit de toelichting van de woordvoerder van Boskalis blijkt dat 'het gerucht' een kern van waarheid heeft. "Binnen het bedrijf wordt naar de positie van vaartuigen gekeken, zo meldt hij. "Dit gebeurt in algemene zin om

de efficiency te verhogen, ook in het kader van de integratie, maar enige beslissing is er nog niet genomen. Alle opties zijn daarmee nog mogelijk." Plechtig Het vermaarde Rotterdamse bergings- en sleepbedrijf [Smit Internationale](#) werd begin 2010 overgenomen voor ruim een miljard euro overgenomen door [Boskalis](#). De aandelentransactie kon pas doorgaan nadat de nieuwe eigenaar plechtig had toegezegd om geen onderdelen van Smit te zullen doorverkopen. Bestuursvoorzitter [Ben Vree](#) van het Rotterdamse bedrijf kreeg een topfunctie bij Boskalis, maar keerde de nieuwe eigenaar al na een aantal maanden de rug toe. **Bron : De Telegraaf**



In Singapore the [AMNA S](#) was renamed [OCEAN GALAXY](#) as can be seen above, I hope they navigate better then they do painting onboard ☺ **Photo : Ian Edwards - www.shipphoto.com.au ©**

DONJON MARINE SALVAGES, REDELIVERS ROYAL MISS BELMAR



On July 25th, Donjon Marine Co., Inc. was awarded a contract to salvage and return to owners the 100-foot passenger ferry [Royal Miss Belmar](#), which grounded on approach to St. Thomas, Virgin Islands, on July 4th. Donjon mobilized its 400-ton capacity derrick barge [Columbia](#), NY to the site with its 3000-HP tug [Mary Alice](#) to lift the vessel from its grounded position. The recovered vessel was then loaded onto the deck of the Columbia, NY, lashed for seaworthiness, and successfully delivered to Savannah, Georgia, where the vessel was trans-loaded to a local shipyard facility for repair.

Donjon successfully redelivered the vessel as planned on August 24th.

"This job is another example of Donjon's varied capability and willingness to do whatever is necessary to successfully support the needs of an owner and his/her underwriters," said John A. Witte, Jr., Executive Vice President, [Donjon Marine Co., Inc.](#)



The [OZAY 5](#) seen outbound from Rotterdam – [Photo : Harry van den Berg \(c\)](#)

Japanese bulk carrier sets record on Northern Sea Route

The Northern Sea Route will see its third record in less than a month when the largest ever bulk carrier to take the route leaves Murmansk next week. It is also the first time a Japanese shipping company sends a vessel through the



Northeast Passage. Only a week after the largest tanker to sail through the Northeast Passage left Murmansk for Southeast Asia, the 75 600 dwt bulk carrier **"Sanko Odyssey"** is ready to make the same voyage, loaded with 72 000 tons of iron ore bound for China. The vessel is currently loading the iron ore – produced at Kovdor mining company on the Kola Peninsula – in Murmansk Port and is bound for departure in the end of August. **"Sanko Odyssey"** is

owned by the Japanese shipping company Sanko Line, and this is the first time a Japanese shipping company uses the Northern Sea Route, Vladimir Arutyunyan in Rosatomflot said to RIA Novosti. The vessel will be escorted by at least one nuclear-powered icebreaker through the passage. Earlier this summer, a speed record was set on the Northern Sea Route when the Panamax-class tanker **"STI Heritage"** loaded with 61.000 tons of gas condensate sailed the route in only eight days. There have been two other shipments of iron concentrate on the Northern Sea Route this sailing season – the two 23 000 dwt bulk carriers **"Mikhail Kutuzov"** and **"Dmitry Pozharsky"** from Murmansk Shipping Company. In the future there can be even larger vessels transporting iron ore along the northern coast of Russia. The Japanese company Hyundai Heavy Industries is now conducting model tests on a new ice-protected bulk carrier with a deadweight of 190 000 tons. This will be the world's largest commercial vessel specially constructed for operations in the Arctic. It will be 310 meters long, 51 meters wide and can break ice up to 1,7 meters thick, *Seaneews.ru* writes. **Source: Barents Observer**





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NAVY NEWS



The **DAMEN INTERCEPTOR 1102** was spotted at the Westercheldt River

Photo : Wim Kosten – www.maritimephoto.com (c)

Govt launches review of ill-fated subs



The Australian federal government has released the terms of a review aimed at improving the reliability of the navy's six Collins submarines. The review will be conducted by UK consultant John Coles, previously head of the UK Warship Support Agency, the body responsible for maintenance and repair of all Royal Navy submarines, ships and auxiliaries.

Defence Minister Stephen Smith and Minister for Defence Materiel Jason Clare said in a joint statement that sustaining the submarine fleet was vital to Australia's national security. "It is a complex task that has proven challenging for Defence and for ASC, the prime contractor, for a lengthy period of time," they said in a statement.

"Sustainment of the Collins Class submarines is at the top of the Government's Projects of Concern list." The submarines have faced persistent problems with breakdowns and maintenance that has severely limited their availability. Under the terms of reference, Mr Coles will assess the optimal commercial arrangements for ensuring submarines are available and appropriate performance goals based on world's best practice. He will also examine how to demonstrate value for money in sustainment activities and the supply chain and how to improve management arrangements between ASC, the Defence Materiel Organisation and the navy. Mr Smith and Mr Clare said Mr Coles would present an interim report by December and the final report by April 2012.

"Just as the Rizzo Report, released on July 18, provides a plan to improve the repair and management of the Navy's amphibious fleet, Mr Coles will provide a plan to improve the repair and management of our submarine fleet," they said. "This review will involve a detailed examination of complex engineering issues associated with submarine sustainment and is likely to involve support from international experts and companies in this field." **Source :** [ninemsm](#)

Ajai Shukla: Building a submarine fleet

The Indian Navy makes do with 14 old-style, diesel-electric submarines, of which just seven or eight are operational at any time

The **Indian Navy** has acted decisively over the years to create the capability and infrastructure needed for building surface battleships, but it has dithered in setting up an industry that could build submarines. Consequently, even as India's 140-ship surface fleet is an imposing presence across a swathe of the northern Indian Ocean Region (IOR) from the Gulf of Hormuz to the Strait of Malacca, its 14 diesel-electric submarines hardly provide a matching underwater capability. Meanwhile, China, with at least 53 conventional and seven nuclear attack submarines (SSNs), poses a viable threat to our waters. Even Pakistan is boosting its submarine fleet to 11 vessels, of which nine will have air-independent propulsion (AIP) systems that are superior to anything in the Indian Navy.

What makes submarines so important? Naval warfare is about gaining "sea control", or dominating an operationally important tract of water. In a war with China or Pakistan "sea control" would enable the Indian Navy to bottle up enemy warships in their harbours; prevent seaborne operations by the enemy; and block commercial vessels from resupplying those countries. Sea control is a rich man's game, requiring the deployment of naval assets in multiple dimensions: underwater, surface, aerial and space. India can hope to gain sea control only in its vicinity, ie the northern IOR.

Then there is "sea denial", a less force-intensive, spoiler's option in which a navy deploys submarines and lays mines to deny the enemy sea control. For example, three or four Pakistani submarines lurking off India's west coast would tie up Indian naval assets in locating and neutralising them, diverting those Indian vessels from the task of sea control. The longer a submarine can lurk underwater, ie "remain on patrol", the longer it ties down enemy assets. Diesel-electric submarines like the Indian Navy's must resurface periodically to charge their batteries, giving away surprise. In contrast, submarines with air-independent propulsion (AIP), and SSNs, can remain submerged far longer.

The Indian Navy, which aspires to "blue water" capability, must be capable of sea control in certain sectors, as well as sea denial further away, for example, at the choke points leading into the Indian Ocean from the South China Sea. That requires at least 24 conventional submarines for our coastal waters; and at least five to seven SSNs that can carry out sea denial for extended durations at very long ranges. Unfortunately, the building of such a submarine force has been beset with blunders. The Indian Navy makes do with 14 old-style, diesel-electric submarines, of which just seven or eight are operational at any time. Six Scorpene submarines are currently being built under Project 75, but when they come on stream by late 2018 an almost equivalent number will have retired from the current fleet.

The ministry of defence (MoD) and the navy are aware of this crisis. In 1999, the Cabinet approved a 30-Year Submarine Construction Plan, for constructing 24 conventional submarines in India. Two simultaneous construction lines were to build six submarines each. One line was to use western technology; and the other Russian know-how. Based on this experience, Indian designers would build the next 12 submarines.

Twenty years after the plan was finalised, in 2019, India will have built just six Scorpene submarines. The reason is as simple as it is astonishing: with Indian shipyards competing to build tens of thousands of crore rupees worth of submarines, the MoD has failed spectacularly to bring any order to this melee. Instead of adjudicating decisively, setting up design and construction partnerships, and placing orders in good time, the MoD has – in typical Antony style – avoided a decision. Instead, it has set up committee after committee to identify which shipyard should get the orders. The latest, the Krishnamurthi Committee, has submitted split findings, setting the stage for Mr Antony to launch a fresh round of doing nothing. It is time to thin out the crowded field of aspirants. Within the public sector, only Mazagon Dock Ltd (MDL) has built submarines. Its ongoing Project 75 to build six Scorpene submarines should be extended by another three vessels. Of these nine vessels, the last six must have AIP and the ability to fire missiles, changes that can be made easily. This should be India's west coast production line.

On the east coast, L&T (which has gained experience building India's nuclear submarine, the Arihant) should be permitted to join hands with Hindustan Shipyard Ltd (HSL), the MoD's new shipyard in Vishakhapatnam, for building a second line of submarines with Russian technology. The L&T-HSL JV should also be designated the node for developing and building a line of SSNs, which remains a glaring hole in India's defence capabilities. Every other country with nuclear submarine capability first built SSNs before developing the technology for SSBNs, as nuclear ballistic missile submarines are called. India alone has begun with a complex SSBN (the **INS Arihant**) and is continuing building more SSBNs without taking on the simpler design challenge of SSNs. Now, having leased the **INS Chakra**, an Akula class SSN, from Russia for the next ten years, India must integrate these experiences into an indigenous SSN line. Meanwhile, the MoD must ensure that the expensive (Rs 6,000 crore) technology that it bought for the **Scorpene**, and will buy for the Russian submarine line, fructifies into a world-class indigenous design. This will require close involvement from the navy's integral design establishment. A concurrent role must be allocated to

NIRDESH, the newly set up National Institute for Research and Development in Defence Shipbuilding Source : business standard



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Delivery of stealth frigates from Russia delayed

The acquisition of three **Talwar class** stealth frigates for Indian Navy from Russia has been delayed by one year to 14 months, government said today. It also said the delivery of aircraft carrier "**Gorshkov**", which has been named "**INS Vikramaditya**" is expected in December next year. "Rosoboronexport (the Russian company) has intimated that the delivery of ships would be delayed by 12 months for the first ship, 11 months for the second ship and 14 months for the third one," Defence Minister A K Antony told the Rajya Sabha.



The **TALWAR class** stealth frigate **F 44 TABAR** – Photo : Piet Sinke (c)

On delivery of arms from Russia, Antony said, "A contract was signed with Rosoboronexport in 2006 for acquisition of three **Talwar class** follow-on ships and the delivery schedule for these three ships was April 2011, October 2011 and April 2012." In a written reply, he said that two major cases of shipbuilding project with Rosoboronexport, "**Gorshkov**" aircraft carrier and Talwar class warships, have been delayed.

"The induction of **Gorshkov** was rescheduled due to additional works such as renewal of almost all equipment and systems, hull structures, cabling and application of long-life paint to afford greater protection to its steel plating and formulation of detailed scope of harbour, sea and aircraft trials," he said. On Talwar class ships, Antony said, "The delays are primarily on account of non-availability of adequate skilled manpower at the shipyard to undertake concurrent construction of these vessels and the delays in delivery of Russian-origin equipment." The issues relating to delay of supply of defence equipment from Russia are taken up in various bilateral fora such as High Level Monitoring Committee (HLMC), Indo-Russia Inter-governmental Commission on Military Technical Cooperation (IRIGMTC) meetings and in the Project Review Meetings, he said. Source : **Newsmsm India**



UNREP seen last week between a Durand class AOR and [Chevalier Paul](#), [Mistral](#) in the background

U.S. Navy Transfers Custody of Two Iraqi Patrol Boats

The U.S. Navy officially transferred custody of the fourth and sixth patrol boats ([P-304](#) and [P-306](#)) to the Iraqi navy at the Umm Qasr naval facility Aug. 13. An official signing ceremony between the Iraqi Navy, the Iraqi Training and Advisory Mission, and the acquisition program office marked the event. Prior to the transfer of custody, both P-304 and P-306 successfully completed underway demonstrations for the Iraqi Navy Aug. 12. The deliveries of these two boats follow the successful deliveries of the second and third boats of the class, [P-302](#) and [P-303](#), in January 2011. [P-305](#), which will be the sixth Iraqi patrol boat to deliver, is on track to arrive at Umm Qasr in late October.

The Support Ships, Boats and Craft Program Office (PMS 325) in the U.S. Navy's Program Executive Office, Ships, is managing the acquisition of the patrol boats as a foreign military sales program. There are currently seven patrol boats under construction, with contract options available for the procurement for three additional boats. "The patrol boat demonstrations went very well and ensured a smooth transition of custody to our Iraqi customer," said Frank McCarthy, program manager for PMS 325, "With five ships of this class now delivered to the Iraqi navy, we can continue to study lessons learned to ensure future deliveries are equally as successful."

The U.S. Navy and Swiftships Shipbuilders LLC of Morgan City, La., are supporting the Iraqi navy in the procurement and construction of up to fifteen 35-meter armored patrol boats. The boat is armed with a 30mm gun weapon system, provides for a crew of 25, and is capable of reaching 30 knots. PEO Ships is currently managing the design and construction of all U.S. Navy destroyers, amphibious ships, special mission and support ships, as well as a wide range of small boats and craft for U.S. agencies and allied nations. Since its creation in November 2002, PEO Ships has delivered more than 40 major warships and hundreds of small boats and craft from more than 20 shipyards and boat builders across the United States. **Source : Defpro**

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GOUWEROK BUILTS PI65 FOR US BASED CLIENT



Above seen the tug **RODIE** with the newbuilding **PI65** hull constructed at the **GOUWEROK yard** in Aalsmeer (The Netherlands) this 21.m mtr long aluminium patrol vessel with a max speed of 40 knots is designed by the yard for an US based client which sees with this design patrol boat a market such as customs, general coast services and anti-piracy in the US, the outfitting will be done by the US client, **Photo : Kees Torn ©**

Jacht- & scheepswerf Gouwerok B.V. specialises in the construction of custom-built aluminium hulls for seaworthy motor vessels and sailing yachts. The yard is a reliable partner for completion yards in the construction of the basis of yachts. Their facilities include two construction and assembly sheds consisting of a total of 2600m² where they can build ship hulls with a length ranging between 17 and 70 meters. The hulls are of the highest quality, which fully complies to the desires of the client, thanks to highly specialised work preparation methods and approximately 22 staff employed tradesmen. The yachts are principally built according to the rules and regulations of Class authorities as Lloyd's Register and ABS.

Jacht- & scheepswerf Gouwerok has specialised itself entirely in hull construction for the past thirty years. **Gouwerok** has thereby focused all it's attention and energy into the development of a construction process whereby welding and the smoothness of contours is of an optimal standard, achieving the delivery of the highest quality finish product.

Colombo Dockyard wins order for four MPSVs

Sri Lanka's Colombo Dockyard reports that it has signed contracts for the construction of four 78 m Multipurpose Platform Supply Vessels (MPSV) each with a 3,600 deadweight capacity. The orders come from a Singapore based owner and the price has not been disclosed, MarineLog reported. The MPSVs are designed by Seatech Solutions

International (S) Pte Ltd of Singapore and incorporate an oil recovery arrangement and operate as advanced PSVs as well as light construction support vessel, complying to SPS Code 2008 and the Clean Design requirements of Class NK, dynamic positioning, fire fighting capability, oil recovery capability, capability to support ROV operations. The vessels will be designed and built to accommodate a 50 T active heave compensated crane, an A-frame and heli-deck.

Endurance will be 35 days with a cruising range of about 9,200 nautical miles speed of 14.5 knots. The vessels will have accommodations for 50 persons and they will be the first built by Colombo Dockyard to Class NK classification.

Length overall – 78.00 m - Breadth – 17.00 m - Depth - 8.00 m - Design Draft - 5.50 m

Potable water - 750 m3 - Diesel Oil - 1250 m3 - Liquid Mud - 980 m3 - Brine - 800 m3 - Ballast Water - 850 m3

Dry Cement - 310 m3 - Methanol - 140 m3

Complement - 50 men - Speed - 14.5 knots - Deadweight - 3600 Tonnes - Deck area – 725 m2

Classification - Class NK: NS*Offshore Supply Vessel (OSV), Oil Recovery Vessel (ORV) Fire Fighting Vessel – Type 1 (FFV1)(2400m3/hr, In Water Survey (IWS), Relative Density (Liquid Product Tanks 2.8), Tank Carrier (Flammable Liquid – Flash Point on and below 600C), Environmental Awareness (EA), Weather Deck Load (5T/m2 Upper Deck Aft of Fr 84), MNS*, MO, DPS B, BRS, Crew Accommodation Comfort, DP Performance Capability

Colombo Dockyard says the new orders are "a result of the owner's extreme satisfaction of the shipyard, living beyond expectation of quality of material, workmanship and professionalism in executing the construction of the two 130 ton bollard pull anchor handling tug supply vessels that are presently being built at Colombo Dockyard. These two anchor handlers were unfortunately slightly delayed in their deliveries, owing to an unprecedented delay in supply of large anchor handling winches, manufactured in China by a Norwegian/Singapore based supplier, but are now scheduled to be delivered in mid October and end November, 2011." To date, Colombo Dockyard has built four MPSVs in its facility and three more are under construction for another Singapore based company. **Source: Port News**

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ESL Shipping Takes Delivery Of A New Vessel In India

ESL Shipping Ltd has taken delivery of a new, approximately 20,000 dwt vessel from ABG Shipyard Ltd in India. The vessel is owned by SEB Leasing Oy, which has chartered her to us under a long-term agreement.

Designed to meet the needs of ESL Shipping's customers, the new vessel is a self-unloading dry cargo ship especially built for Baltic Sea operations and to the highest ice class (1A Super). She is equipped for Finnish winter conditions and capable of operating even in the northernmost ports. The length of the vessel is 156 meters and her maximum draft with a full cargo is 9.4 meters. The new ship was christened **m/s Alppila**. Together with our other vessels **Eira**, **Credo** and the new **Alppila** form the Eira class, which is especially designed for operating in the shallow ports of the Baltic Sea. Alppila sails under the Finnish flag and her crew is entirely Finnish. "The new vessel strengthens our position in the Baltic Sea area and allows us to increase our market share in bulk transports", says Markus Karjalainen, President of ESL Shipping. **Source: ESL Shipping**



The **AMETHYST** seen anchored at the Orinoco river (Venezuela) – Photo : Frank van Hoorn (c)

Safmarine enhances its Europe - West Africa service portfolio

Safmarine has reshuffled a number of its existing West Africa shipping services and introduced three new services - the WAF11, WAF12 and WAF13 – as part of its revised West Africa service portfolio.

According to Dirk Geens, Safmarine's Africa Trade Director: "The changes have been made in the interests of providing our global customer base with improved transit times and reliability." "Increasing the number of services overall has not only allowed us to reduce the number of port calls on some of the existing West African services, but it will also give us greater flexibility when it comes to handling volume overflows."

Geens says the three new services – WAF 11, WAF 12 and WAF 13 - will serve the market between Europe and West Africa but also the other markets that we serve through transshipment in Port Tangier or Algeciras, particularly Asia, the Americas, Middle East and the Indian Subcontinent. The overall network will offer competitive and improved transit times to all key ports in West Africa. "For example, transit times from Algeciras to Onne have decreased from 21 to 14 days and from Algeciras to Cotonou from 20 to 12 days." Safmarine says the West Africa service enhancements have been done to meet the needs of its customers, who require a reliable, efficient and professional service provided by people with an in-depth knowledge of shipping across the globe

Port rotations for WAF 11, WAF 12 and WAF 13 are as follows:

WAF 11: Algeciras (Spain) - Port Tangier Mediterranee (Morocco) – Lome (Togo) – Onne (Nigeria)

WAF 12: Algeciras (Spain) - Port Tangier Mediterranee (Morocco) - Abidjan (Ivory Coast) – Cotonou(Benin)

WAF 13: Algeciras (Spain) - Port Tangier Mediterranee (Morocco) - Dakar (Senegal)

Source: SafMarine

Correction

In yesterdays newscippings a photo of installation vessel of MPI/VROON could be found, i have made an error in the name, the vessel at the photo was the **MPI ADVENTURER** and NOT as mentioned the **MPI RESOLUTION**, i was just on the "automatic pilot" when typing the caption underneath the photo, sorry for the inconvenience caused

Piet



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The **SERENADE of the SEAS** seen stern first leaving the port of Willemstad (Curacao)
Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

Ferry boost to Ireland

Endeavour joins P&O fleet on Liverpool to Dublin route

THE UK's largest ferry operator, **P&O Ferries**, announced the introduction of additional sailings on its route between Liverpool and Dublin bringing its total number of daily departures to three in each direction. As part of the move the company has upgraded its **European Endeavour** vessel, originally introduced to the route in February for freight traffic, to accommodate up to 300 tourist passengers

Among the ships many facilities are a gift shop and bureau de change, passenger bar overlooking the bow, an extensive viewing deck with accommodation being available to passengers in the form of private two and four berth en suite cabins and a reclining seat lounge. The project represents an important investment by the company in its Dublin service and is in response to increased customer demand.

The addition of the **European Endeavour's** passenger capacity means that P&O Ferries will now operate up to three sailings from Liverpool to Dublin each day with fares starting at just £79 single for a car and driver. Meals are included within all fares and range from Continental to full English breakfast, and high tea to full 3-course carvery depending on

the time of day. Throughout the journey, there is complimentary tea, coffee and fruit juice. For more information or to book, visit www.poferries.com. Source : manchesterconfidential

Lord Nelson sailing ship set for Great Yarmouth Maritime Festival

Things are literally looking up for **Great Yarmouth's Maritime Festival** – with a daring aerial circus act set to



tumble from the rigging of a magnificent tall ship. The **Lord Nelson** will berth at historic South Quay for the two-day festival next month and provide the backdrop to the **Pirates of the Caribina** aerial display by the **No Fit State Circus**.

Left : The **LORD NELSON** seen moored in Hull

Photo : Peter Elsom - Ship Support Limited (c)

The swashbuckling stunt will herald the start of the popular event, now in its 12th year and whose line-up – one of its biggest ever – was confirmed. Around a dozen craft from impressive tall ships to bright offshore supply boats will bob

alongside each other offering more access and trips than ever before. Also featured will be the wherry **White Moth** – the last one ever made – harking back to the golden age of sail, a war veteran and a movie star.

But the main attractions will be the spectacular tall ships including the **Oosterschelde**, the only remaining three-masted Dutch topsail schooner in the world. Built in 1918 and restored to her former glory in Rotterdam in the early 1990's, the **Oosterschelde** has a beautiful wooden panelled lounge-bar area and can carry up to 120 passengers.



Passenger sailing trips from two to four hours are available from Thursday September 8 until Saturday.

Ken Sims, chairman of the **Greater Yarmouth Tourist Authority** which organises the festival said: "Sailings on the Artemis and Mercedes at previous Maritime Festivals proved very popular with visitors who were keen to experience life under sail out on the high seas. The Oosterschelde is possibly the most magnificent of all the tall ships who have visited so far, and is sure to be a great asset."

Photo : Arie van Dijk (c)

The **Jubilee Sailing Trust's Lord Nelson**, a regular visitor, is one of only two tall ships in the world especially designed for a crew with a range of disabilities. Built over two years from 1984 to 1986 in three different locations, she has taken more than 24,000 people on voyages to ports all over the UK – but rarely hosted circus acrobats. River

cruises including a trip to the outer harbour will be available at 11am, 1pm and 3pm on both days of the festival aboard the **MV Coronie**, a 1935-built pleasure steamer which used to take trippers out to see the seals.

She rescued 900 troops from Dunkirk during the second world war and afterwards returned to use as a pleasure cruiser in Scarborough where she still works.

Photo : Arie van Dijk (c)

Other boats and ships attending the Maritime Festival include the **MTB 102**, a motor torpedo boat built in 1937 and restored to feature in the 1976 film, **The Eagle has Landed** starring Michael Caine. Lifeboats on show will include the **Samarbeta** from Great Yarmouth and Gorleston RNLI, an all-weather Trent Class seagoing lifeboat and Caister Volunteer Lifeboat Service's **Valentine Class** life boat, the **Bernard Matthews II**. (seen right in action)

The **Maritime Festival** is on September 10-11. For sailings contact Great Yarmouth Tourist Information Centre or on + 44 (0) 1493 332200. **Source : edp24**



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A subsea construction site featuring two large red platforms with cranes, situated in a body of water.

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A civil construction site showing a large, rectangular concrete structure being built in a body of water, with cranes and other equipment visible.

ENGINEERING

An engineering site featuring a large red crane and platform, with a smaller boat nearby, all in a body of water.

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

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Rescuers dangle from a helicopter during a maritime and aerial joint emergency drill at Waigaoqiao dock in Shanghai August 24, 2011. Seven Chinese vessels and three helicopters took part in the drill, organised by the International Maritime Rescue Federation and China's Ministry of Transport, local media reported. **Photo : China Daily**

More LNG on the offer

Norwegian domestic operator Tide Sjø offers the local Governments to replace three current ferries with two new LNG ferries. With higher capacity and higher speed, the total capacity offered will increase despite one less ship. The capacity is estimated at 150 cars. The total amount of the investment is estimated at NOK 500 million (approx EUR 63.8 million).

The offer is for the ferry route Stavanger - Tau, for which the reduction of emission is calculated to be equivalent of the need of energy for 7,000 cars. With an annual consumption of 7 million litres of LNG, CO₂ emissions will be reduced with 5,300 tons, NO_x with 275 tons and SO_x with 3 tons. Tide Sjø is also offering a new LNG ferry on the smaller Mekjarvik – Kvitsøy route, for 50 cars.

In the first six months of 2011, the turnover of Tide Sjø arrived at NOK 989 million, a minor improvement over 2010. The EBITDA was NOK 98 million and the profit of operation NOK 87 million (against NOK 66 million in 2010).

Source : shippax

DP World poised to face bumpy road

Uncertain market conditions in the global economy have made it challenging for ports operator DP World to forecast its performance in the second half of the year, according to the company's top executive. "There is uncertainty around the outlook for the global economy, making it more challenging to forecast how global trade will develop in the second half of the year," Mohammad Sharaf, CEO of DP World, said Thursday in a conference call to reporters.

He added that historically the "second half of the year has been stronger than the first half."

Further commenting on the declining economic conditions globally, Sharaf said the company has not seen any signs of a decline in the markets where it operates. "Should it start we will be seeing the impact of it not before October. And if not by October also, then we would see it only by the first quarter of 2012," he said, adding that the global economy could follow the same trend as it did during the 2008 economic slump. "That is the problem. It is all very uncertain at this point," said Sharaf.

However, despite the uncertainty in the global markets and any potential slowdown in trade, DPW remains confident that it will deliver full year results in line with market expectations, according to Sharaf. Analysts seem to agree. "DPW advised that they have so far not witnessed any negative impact from the global condition; on the contrary July was a record month for them. Any adverse impact will not be felt before October because of advance bookings," said Kareem Murad, Senior Vice President of Research (Transportation and Logistics Sector) at Shuaa Capital. Redwan Ahmad, VP, Equity Research at EFG-Hermes, said, "We believe the company will deliver a slightly improved performance in the second half as the second half is typically stronger due to seasonal factors." Asked if DPW still considering re-entering the US market given the shaky market conditions, Sharaf said: "We are still interested in re-entering the US market, but it has to be when the time is right and when we can get the right return on investment. Otherwise we won't enter the US market. Other markets are giving better returns today."

Maintaining a healthy cashflow, DPW has approximately \$4 billion (Dh14.6 billion) in cash at present to fuel its future expansion, according to Yuvraj Narayan, Chief Financial Officer. Asked if the money was going to go to DPW's parent company, Dubai World, Narayan said during a conference call: "We have had a healthy cashflow for the last two years. It stays with us. If it had to go, it'd have gone much earlier. We intend to use it to achieve our growth plans and bringing our leverage down." DP World Thursday said its first-half 2011 profit after tax, before separately disclosed items, surged to \$281 million (Dh1.03 billion), up 36 per cent from \$206 million in the corresponding period last year owing to the sale of its Australia operations last year.

In March, 2011, DP World formed a strategic partnership in Australia, monetising 75 per cent of its Australia terminals, resulting in a large one-off profit, the company said in a statement. It added that profit after tax after separately disclosed items, which includes profit from the Australian transaction, rested at \$741 million, resulting in reported earnings per share of 0.85 cents for the first half of the year, which is four times greater than the prior period.

The company's revenue, meanwhile, jumped three per cent to \$1.5 billion for the first six months of the year, while it achieved earnings before interest, tax, debt and amortisation (EBITDA) of \$645 million with record EBITDA margin of 42.9 per cent. The company also stated that proceeds of the Australia transaction, along with a stronger performance of its terminals, helped reduce its net debt to \$3.7 billion and leverage to 2.9 times. The first-half gross volumes, meanwhile, climbed to 26.2 million TEU or twenty-foot equivalent container units. "We have had a very good start to the year with gross volume growth 11 per cent ahead of the prior period, improved revenue generation, a continued focus on cost management and improved terminal efficiencies," Mohammad Sharaf, DP World's CEO, said in a statement.

Strong focus on emerging markets: Emerging markets will continue to drive future growth for DP World, according to CEO Mohammad Sharaf. "There is a need to focus on these markets," he said. "Experts say that emerging markets are going to grow more than the developed markets — developed markets are to grow below five per cent while emerging markets will register close to double-digit growth." He further clarified that: "It doesn't mean that the company will completely ignore the developed markets." Meanwhile, in terms of revenue break-up between the two, CFO Narayan said 86 per cent of DPW's revenue (post Australia deal) comes from emerging markets. Added Sharaf: "We expect that would change to a ratio of 75 (emerging markets) versus 25 (developed markets) as and when new terminals start operating. He, however, declined to share any details on DPW's forthcoming acquisition deals in emerging markets. Asked if DPW should be looking at acquisitions in emerging markets such as Asia and Africa, EFG-Hermes' Redwan Ahmad said: "Possibly but the group has enough expansion projects that it does not need to acquire anything." **Source: Gulf News**

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MARITIME ARTIST CORNER



[Hans Breeman's](#) latest oilpainting shows the motorvessel **Rotte** (12.519 ton) against a background of the Fujiyama in Japan on request of one of the previous sailors who worked on this beautiful ship. Although the vessel was working for **NV Houtvaart**, she is seen here with the chartercolors of the Japanese K-Line. www.hansbreeman.nl

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.... PHOTO OF THE DAY



Boskalis TSHD **SHOREWAY** seen near Hoek van Holland. Photo : Skeyes - www.skeyesphoto.com (c)

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