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The VISTAMAR seen outbound from Amsterdam – Photo : Marcel Coster (c)

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The **KRITI ROCK** (ex Lepta Mermaid) seen outbound from Ijmuiden – Photo : Marcel Coster (c)

Pirates release ship; company mum on ransom

Somali pirates released a cargo ship and its crew on Friday that had been held hostage for nearly 10 months, and the vessel's Greek managers declined to say whether a ransom had been paid.

But the managers complained that the international community lacks the political will to effectively combat widespread piracy. One seaman aboard the Panama-flagged MT **Polar** oil tanker died of a stroke three weeks after the ship was seized in the Indian Ocean on Oct. 30, 2010. Paradise Navigation SA, which is based in Athens, said the vessel is now on its way to a safe port, and that the other 23 crew members are well. The company avoided saying whether a ransom had been paid, but such hijackings often end with million-dollar ransoms being paid. Paradise Navigation said

the amount of money that shipping companies are paying Somali pirates to release their hijacked vessels and hostages is rising rapidly each year, and that countries must do more to stop such attacks. **Source : AP /Suntimes**



Above seen the **HIBERNIA** outbound passing Taiaroa head enroute from Dunedin Port Chalmers to Timaru

Photo : René van Baalen ©

Russian Military lifts restrictions in Barents Sea



The Russian Ministry of Defence is giving the fishing industry access to formerly closed areas of the Barents Sea. A deal hammered out by the Ministry of Defence together with the Federal Fishery Agency (Rosrybolovstvo) will provide trawlers with additional fishing grounds in the Barents Sea. Several areas which until now have been closed for the fishing industry will be opened, representatives of the parts agree.

Left : Russian trawlers seen moored in the Norwegian port of Kirkenes

Photo : Piet Sinke ©

The deal was reached after talks held by the Fishery Agency with the Russian Security Council, MBnews.ru reports. In the best possible way, it meets both national security interests and the interests of the fishing industry, agency

representatives say. Conflicting interests of the fisheries and the Northern Fleet have on several occasions come to the surface for example when trawlers have been banned from entering important fishing grounds because of navy exercises. **Source : BarentsObserver**

Boxship Attacked

A **Costamare** boxship has come under attack from pirates in the Gulf of Aden. A gang of five pirates fired rocket propelled grenades at the 2,023-teu **MSC Namibia II** (built 1991) as it passed through the internationally recommended transit corridor. Despite not having an armed security team on board the vessel was able to avoid hijack. Sources at the Greek owner were unable to provide any details of the incident. However, they confirm the **MSC**

Namibia II was not boarded and there has been no disruption to its voyage. New York-listed [Costamare](#) has the vessel chartered out to liner giant [Mediterranean Shipping Company](#).

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The **NORMAND PROSPER** seen moored in Stavanger – Photo : Anders Bohn Hansen ©

Dublin Port Tug Trio For Sale

Three Voith-Schneider tugs that are surplus to the requirements of the Dublin Port Company towage fleet are for sale, writes Jehan Ashmore. Two of the three tugs, **Deilginis** and **Cluain Tarbh** that are painted in a cream and black livery scheme, can be seen berthed at the North Wall Extension, close to the East-Link toll-lift bridge. Moored alongside them are their green hulled replacements. The smallest of the tugs for sale is the 17-tonnes bollard pull **Ben Eadar** (1972/198grt) which was built by Richard Dunston (Hessle) Ltd. She is berthed elsewhere in the port alongside the former Dundalk Port Company owned dredger Hebble Sand, which too has been recently put up for sale. For more information about the grab-hopper dredger click [HERE](#).

Ben Eadar was decommissioned in 2009 and her 35-tonnes bollard-pull fleetmates **Cluain Tarbh** (1991/268grt) built by McTay Marine of Bromborough and **Deilginis** (1996/335grt) remained in service until late last year. Of the trio **Deilginis** is the last tug commissioned by the Dublin Port & Docks Board (DP&DB) and the 30m tug is also the last to

carry a traditional naming theme based on Dublin Bay coastal suburbs spelt in Irish. **Deilginis** is the Irish for Dalkey, **Cluain Tarbh** is for Clontarf and **Ben Eadar** is a translation for Howth.

Deilginis was launched from Astilleros Zamakona S.A. in Bilbao, the same Spanish shipyard that was commissioned by the Dublin Port Company to build two 50-tonnes bollard pull tractor tug sisters. The first newbuild **Shackleton** entered service late last year and she was followed by **Beaufort** in early 2010. In March of that year the tugs that cost €6m each to build were officially named in a joint ceremony. **Source** : afloat.ie

Visbootje gekapseisd in ankergebied voor Scheveningen



Photo : Arie van Dijk ©

De tanker '**Sten Skagen**', ten anker liggend in het ankergebied op ca 18 kilometer west van Scheveningen, meldde afgelopen donderdag om 13.10 uur aan het Kustwachtcentrum Den Helder dat zij een persoon in het water zagen liggen. Nadat zij de man hadden opgepikt meldde deze dat hij met een tweede persoon aan het vissen was nabij een wrak en het bootje was gekapseisd,

vermoedelijk omdat het anker aan het wrak vast bleef zitten. Inmiddels waren de reddingboten van de stations Scheveningen, Ter Heijde en Katwijk aan Zee van de **Koninklijke Nederlandse Redding Maatschappij** gealarmeerd, alsmede een Defensie helikopter van vliegbasis Leeuwarden. Het Kustwachtvliegtuig, dat juist aan een reguliere patrouillevlucht was begonnen, ging onmiddellijk naar de plaats van het incident.

Photo : Piet Sinke ©



Ook twee Kustwachtvaartuigen en een schip van de Havendienst Rotterdam gaven aan dat zij in de

buurt waren en verlegden hun koers. Rond 14.00 uur meldde het vliegtuig en het Kustwachtvaartuig '**Zeearend**' dat ze de persoon in zicht hadden. Hij zat op het omgeslagen bootje en is enkele minuten later opgepikt door de

'Zeearend'. De persoon die door de 'Sten Skagen' was opgepikt is door de reddingboot van Scheveningen eveneens overgebracht naar de 'Zeearend'. Vervolgens is de arts van de helikopter afgezet om beide personen te onderzoeken. Hoewel de drenkelingen het naar omstandigheden goed maakten, adviseerde de arts om ze voor de zekerheid over te brengen naar een ziekenhuis voor nader onderzoek, omdat ze lichte onderkoelingsverschijnselen hadden. De 'Zeearend' is daarop naar Scheveningen gegaan waar beide personen zijn overgedragen aan een ambulance. **Bron: Nederlandse Kustwacht**



The **MAERSK KALEA** seen leaving the IJmuiden locks – **Photo : Simon Wolf ©**



A fully loaded **MSC LAURENCE** on her way to Antwerp passing the village of Bath. -**Photo : Adri de Schipper ©**

Dockwise Yacht Transport

A Dog's Eye View

Most dogs are content with a plot of land behind their house, walks through the neighborhood and the occasional romp on the beach when the weather is nice, but I'm not most dogs. I am **Marina**, a six-year-old Golden Retriever, and I consider the Atlantic Ocean my backyard and **Dockwise Yacht Transport (DYT)** the most appropriate vehicle for making outings at sea with my caretaker **Cliff Rome** (Kodiak, Alaska) aboard our Delta-70 motoryacht **OASIS**.

Cliff has been my best friend since puppyhood, teaching me how to walk the cat-walk, swim off the back of the ship and help him on the boat when DYT is underway. Before me, Cliff took care of another Golden Retriever who logged **80,000** nautical miles at sea.



Currently I have about **30,000** under my collar and room for much more. The reason we like using DYT is because we can predict our time of arrival to a given destination and there is no time wasted having to do maintenance when we get there. Instead, once our boat is situated, I jump right in to the dingy and eye Cliff until he gives in and takes me ashore. Offshore expeditions are no easy task and a canine lacking sea legs will not fare well during the long journeys from port to port. In 2008, during a DYT passage, onboard the **Super Servant 4**, I went 53 hours underway without stopping to go ashore and on the same trip injured my knee aboard our boat, but nothing will stop me from making these voyages. Cliff once told me that about 15 to 20 years ago, the Russian commercial boats brought dogs along as companions for the crew and that, like them, I am a true dog of the sea. Two to three times a day, I hike up several flights of stairs to visit

with the officers on duty and play in the mess hall with the crew. From the treats they feed me when I make a visit, I have a good feeling that my company is appreciated.

Sometimes it can be lonely in the middle of the ocean, and I miss stalking down squirrels, rolling around in the dirt, and playing with other dogs, but travelling aboard DYT is the life for me due to my ear condition which prevents me from flying; I wouldn't trade it for all the treats in the sea. **Source : Dockwise yacht transport**



Combi Lifts **PALABORA** seen at the Orinoco river (Venezuela) – **Photo : Frank van Hoorn ©**

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may reach you irregularly**



The Dutch police patrol vessel **P 41** seen getting showered by the **FRANS NAEREBOUT** in Vlissingen
Photo : Wouter van der Veen ©

A composite image featuring a large container ship at sea. On the left is a circular logo for 'T&T BISSO RESPONSE' with text around the perimeter: 'EMERGENCY RESPONSE', 'OPA90', 'SALVAGE', 'DIVING', 'CASUALTY MANAGEMENT', 'POLLUTION RESPONSE', 'FIREFIGHTING', 'RESCUE TOWING', and 'LIGHTERING'. In the center is a large black container ship with many red and white containers. To the right, two smaller tugboats are visible. At the bottom, text reads '24 HOUR WORLDWIDE RESPONSE'. On the far right, contact information is listed: 'WWW.TTBISSE.COM', 'INFO@TTBISSE.COM', 'HOUSTON: + 1 713 534 0700', and 'SINGAPORE: + 65 6591 5288'.



The backhoe dredger **GOLIATH** seen under tow of the **C-NEBLINA** enroute from Rio de Janeiro to San Fransico do Sul – Photo : Jacob Kiewiet ©

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NAVY NEWS

Captain Ensnarled in Lewd Video Scandal Can Stay in Navy

A Navy panel says the former commander of a nuclear-powered aircraft carrier who produced raunchy videos aboard the ship can remain in the service. The board of inquiry issued its unanimous decision Wednesday. It had been looking at whether to recommend that Capt. Owen P. Honors be dismissed from the Navy.

Honors was relieved of command in January after media reports about the videos surfaced. The videos included simulated same-sex shower scenes, anti-gay slurs and references to prostitution in foreign ports. Honors says the videos were made to improve morale while teaching important shipboard lessons. He helped produce and appeared in the videos that aired on the ship between 2005 and 2007, when he was the ship's executive officer. **Source :** Foxnews

Hunt for Red October: Military wants submarine surveillance in Arctic

Canada's military wants the Harper government to take part in rebuilding a Cold War ocean surveillance system, arguing that the country's waters, including the approaches to the Arctic, are vulnerable to Chinese and Russian submarines. The current system, overseen by the U.S., involves specialized vessels and underwater sensors scattered around the globe to detect submarine movements. But with the end of the Cold War in the 1990s and the collapse of the former Soviet Union, that sensor technology, including systems called arrays, were not modernized. They now need to be upgraded or replaced.

In some cases Canada shut down its facilities for monitoring underwater activities. "The oldest portions of the global infrastructure were terminated without replacement — Argentia, Nfld and Shelburne, N.S. fixed arrays — creating gaps covering the Arctic approaches and major portions of the Eastern Atlantic," reads a briefing note sent by defence chief Gen. Walter Natynczyk to Defence Minister Peter MacKay. That September 2010 document was obtained by the Citizen under the Access to Information law.

As proof of the re-emergence of the submarine threat, the military informed MacKay about what it called the dramatic increase in the numbers of submarines around the world; an incident where a Chinese submarine surfaced in the midst of a U.S. naval task force in 2006; the voyage of a Russian submarine into the eastern Atlantic in 2009; and the sinking of a South Korean destroyer in 2010, likely by a North Korean submarine. The military wants to become more involved in the U.S.-led underwater surveillance system, arguing that it would be too expensive to put its own sensors into the ocean.

The warning about Chinese submarines echoes similar concerns contained in a report issued Wednesday by the Pentagon. It pointed out that China's military capabilities are growing and that could threaten stability in the Asia-Pacific region. But China has criticized the Pentagon report to Congress, noting that it exaggerates the threat posed by its military. Over the last year MacKay, as well as members of the Prime Minister's Office, have also voiced concern about growing Russian capabilities in the Arctic. The emergence of Russian surveillance flights near Canadian airspace in the north is one reason why Canada needs the U.S.-built F-35 stealth fighter, Conservative cabinet ministers have argued.

Critics, however, have dismissed such claims as sabre-rattling and have said there is little military threat in the Arctic.

Steve Staples, president of the Ottawa-based Rideau Institute, said spending hundreds of millions of dollars contributing to a U.S.-run global-wide submarine surveillance system is a waste of money. "We can't be chasing every goblin we think is under the bed," said Staples, whose organization has campaigned against high military spending. Staples said Canada has the capability to place its own sensors to cover its Arctic waters, something that Prime Minister Stephen Harper promised years ago but never followed through on. "Do we really have to be worried about Chinese submarines in the Arctic when our ally, the U.S., won't even tell us when their submarines are up there?" he asked.

The Department of National Defence did not comment on the issue of the U.S.-led underwater sensor system. In the 2005-2006 election campaign that saw the Conservatives come to power, Harper proposed building a national sensor system in the north that would detect the movement of foreign submarines. "Under a Conservative government, Canada will know when foreign ships, whether they be Russian, British, Danish, American or anyone else, are in our waters," Harper said. No such system was created, although Defence Research and Development Canada is conducting experiments on sensors in the Arctic.

Retired rear admiral Roger Girouard said improving Canada's underwater surveillance capability is needed as a form of insurance. He believes such improvements, in conjunction with the U.S., would not cost that much. Girouard, who teaches at Royal Roads University in Victoria, BC., said China does not appear to pose a threat to Canada now, but it is in the process of building up its military capabilities. "There's no sign right now that the national intent in China is to do anything aggressive," said Girouard, who once served at the Argentia surveillance post. "But there is an emerging capability which can represent a threat."

He noted that it makes sense to keep track of Chinese military activities. Western strategists have talked about containing the Chinese military while at the same time engaging its government with diplomatic efforts, he added. Girouard said Canada's anti-submarine skills, once considered the best in the world, were allowed to degrade over the years, particularly as the Canadian Forces focused most of its efforts in the last decade on the Afghan war. According to the briefing note for MacKay, senior officers of the Royal Canadian Navy have already had discussions with their counterparts in the U.S. Navy and U.K. Royal Navy about the need to co-operate more on underwater surveillance.

Canada's participation in the global network, called the Integrated Undersea Surveillance System, has shrunk to a 36-person detachment located in Washington State, the Canadian Forces pointed out to MacKay. Those military personnel monitor submarine movements in the Pacific Ocean. **Source : Ottawa Citizen - canada.com – vancouver sun**



Turkey, Germany seek submarine sale of \$1 bln

A joint group of Turkish and German companies are competing with a South Korean attempt to sell two HDW-class 209-type diesel submarines to Indonesia. A team of Turkish and German companies, as well as Turkey's procurement office, are jointly looking to sell two HDW-class 209-type diesel submarines to Indonesia in a \$1 billion deal, a senior Turkish procurement official said Friday.

"Our package is excellent. We are hopeful and waiting for Indonesia's decision," said the official, who spoke on condition of anonymity. The only competitor for the German-Turkish partnership is South Korea's Daewoo Shipbuilding and Marine, which emerged as the favorite after French and Russian bidders for the Indonesian Navy's tender fell off.

Daewoo was expected to bid together with Germany's Howaldtswerke-Deutsche Werft, or HDW, but later decided to join the competition on its own. Facing the threat of being left out of the deal, HDW, a subsidiary of ThyssenKrupp Marine Systems, then approached the Undersecretariat for Defense Industries, or SSM, Turkey's defense procurement agency, to seek the Indonesian contract jointly; at the same time, President Abdullah Gül was paying an official visit to Indonesia in April during which the two countries signed a comprehensive defense industry cooperation agreement. Both Muslim nations, Turkey and Indonesia share close political and cultural ties and are developing their industrial relations.



A Turkish type 209/1400 seen passing the Bosphorus Straits

HDW is also co-manufacturing six modern U 214-type diesel submarines with Turkey for the country's Navy. Turkey earlier built 14 U 209-type submarines with the German company that Indonesia now wants to buy. In June HDW sent a letter to SSM, confirming that "SSM is entitled to market and sell HDW class U 209 1,400-tonne submarines to be built in Turkey for the Project of Procurement of Diesel Electric Submarines by the Indonesian Navy."

A decision on the bid is expected either late this year or in early 2012. A 2-billion-euro submarine deal between SSM and HDW for the joint manufacture of six U 214 platforms for the Turkish Navy formally took effect July 1.

In an effort to win the bid over their Korean rivals, SSM is reported to be offering sweeteners. In a letter sent to Indonesian Adm. Soeparno, who uses one name like many Indonesians, SSM chief Murad Bayar said, "Our offer includes one or two 209-class submarine leases to the Indonesian Navy as a 'gap-filler' solution until your submarines have been built." Bayar also pledged a maximum work share for Indonesian defense companies, including the Indonesian national shipyard PT-PAL, in emphasizing HDW's full support for the Turkish bid. "A very attractive and advantageous financial package will be included as well," Bayar said.

"Our Navy and defense companies shall provide full support to your Navy and defense companies for operational and maintenance training, as well as military exercises in the shallow waters of your country," he said. "As a well-known worldwide brand and proven technology, 209-Class submarines will increase your country's industrial capabilities and will bring us a chance to share our knowledge to provide regional peace and stability," Bayar said.

In a letter to Indonesian President Susilo Bambang Yudhoyono in late July, Gül confirmed and reiterated Turkey's sweeteners and stated his desire for increased defense industry cooperation. If the Turkish bid is chosen, the two Class-209 submarines will be built at Turkey's Gölcük naval shipyard in the northwestern province of Kocaeli by the Turkish company STM under license from HDW.

Despite Turkey's hard push for the deal, many in the South Korean press are convinced that their country will win the bid. The Korea Times quoted a South Korean industry source as saying that "Indonesia will likely pick Korea as the preferred bidder for its submarine acquisition program, worth \$1.08 billion." One South Korean official said he was aware of his country's rivalry in the project with Turkey, but did not comment further.

Despite competing against each other this time, Turkey and South Korea are very close allies, particularly in terms of the defense industry. Turkey is building howitzers under a South Korean license and the two countries are jointly producing basic aircraft trainers for the Turkish Air Force. South Korea's Korea Aerospace Industries is among the strongest candidates in a bid being offered by Turkey to design, develop and manufacture a fighter aircraft by 2020.

Source : Hürriyet Daily News

Yuri Dolgoruky nuclear submarine successfully conducts Bulava missile launch



Russia's strategic nuclear submarine **Yuri Dolgoruky**, basing in the White Sea, has successfully conducted a launch of an intercontinental ballistic missile Bulava to a maximum distance, Russian Defense Ministry spokesman said on Saturday. "The regular launch of the missile was conducted at 7:20 a.m. Moscow time from a submerged position from the regular carrier in line with the state flight development tests at a maximum flight range of the missile," the spokesman said.

He added that the missile had successfully reached its target in the Pacific Ocean in accordance with all the necessary shipping security measures. This is the 16th launch of the Bulava missile. Only eight of the previous 15 test launches were successful. The first test launch of the Bulava from the Yuri Dolgoruky was conducted on June 28, 2011. Before that the missiles were fired from the Typhoon class **Dmitry Donskoy** submarine.

The Bulava (SS-NX-30) submarine-launched ballistic missile carries up to 10 MIRV warheads and has a range of over 8,000 kilometers (5,000 miles). The three-stage missile is specifically designed for deployment on Borey class nuclear submarines. Source : Ria - Novosti

S. Korea close to clinching Indonesia submarine deal



Defense Minister Kim Kwan-jin is to visit Indonesia early next month to seal a \$1 billion deal that would result in South Korea's first submarine exports. If the deal is secured, **Daewoo Shipbuilding and Marine**, which is likely to be chosen as the preferred bidder by the Indonesian government, will sign a memorandum of understanding to sell three 1,400-ton submarines to the Southeast Asian country, ministry officials said.

Kim will accompany nine Korean defense contractors including Daewoo from Sept. 7-9 and hold talks with his Indonesian counterpart Purnomo Yusgiantoro on the country's modernization project for their naval fleet.

The \$1.08 billion submarine acquisition program, regarded as a goldmine for defense contractors, brought about a fierce bidding war in which Daewoo reportedly beat German and French firms. "The Type 209 submarine, which the Indonesian government is willing to purchase, was first developed by the Germans in the early 1970s and Korea bought the technology license to produce it in the beginning stage. France is well known for its welding techniques. The fact that Korea has beaten such strong rivals in the preferred bidder race is significant in that the country will join the ranks of submarine exporters. It also will brighten the prospect of selling

more subs to other East Asian nations,” the JoongAng Ilbo newspaper quoted a defense industry official as saying. The submarine deal would further boost the bilateral defense industry cooperation, following on from a contract to export South Korea’s trainer jets to Indonesia. Korea and Indonesia have expanded defense exchanges since President Lee Myung-bak and Indonesian President Susilo Bambang Yudhoyono agreed last year to collaborate on development of defense technologies involving tanks, trainer jets and submarines.

On Aug. 1, South Korea and Indonesia began their joint technological research to develop new fighter jets in accordance with their agreement signed in April. The project is aimed at replacing aging fighter jets such as the F-4 and F-5 with high-tech combat aircraft. After the mass production of the fighter jets begins, Indonesia is to purchase some 50 units. In May, the Korea Aerospace Industries agreed a deal to export South Korea’s **T-50 Golden Eagle** supersonic trainer jets to the archipelagic country. In April, Indonesia selected South Korea as the preferred bidder for its jet trainer project and the two sides have been in negotiations on price and others. A final deal will allow South Korea to export its **T-50 Golden Eagle** supersonic trainer jets for the first time. **Source : KoreaHerald**

OLD MEETS NEW



As mentioned in [newsclippings 239](#), the departure of the latest new type 45 destroyer **HMS DRAGON** from the builders along the Clyde, Newsclippings contributor **Tommy Bryceland** caught the type 45 destroyer and the paddle steamer **WAVERLEY** together on the river Clyde last Saturday. The paddler was Clyde built in 1946 at the A&J Inglis yard and is still going strong. The destroyer is also Clyde built at the BAE yards on the upper river and had dropped anchor to do some final adjustments before heading south to be accepted for her naval service. **Photo : Tommy Bryceland, SCOTLAND**

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The 1980 built, Damen Stan Tug 4 MKII, **MTS TAKTOW** (ex **TAKTOW I**) seen at the slip at the **Damen yard** in Gorinchem for a fresh coat of paint - **Photo : Arie Boer ©**

STX Finland starts production of fisheries research vessel

STX Finland Oy's Rauma Shipyard has started the production of the innovative fisheries research vessel ordered by the Ministry of Fisheries and Marine Resources of the Republic of Namibia in February. **NB 1378** will be delivered during the summer of 2012. The vessel will be approximately 62 m long and give some 250 man-years of work to the shipyard, MarineLog said.



The present Fisheries Research vessel **WELWITCHIA** seen moored in Walvis Bay (Namibia) - **Photo : Piet Sinke ©**

The production start-up was attended by representatives of the Republic of Namibia, STX Finland Oy and classification society Bureau Veritas. The ship is a versatile and modern research vessel designed for Namibian fisheries research, and it meets the latest standardized performance criteria. Ensuring that the vessel meets these criteria requires careful

design of the research systems, propulsion and power generation system. The vessel will provide accommodations for 44 crew members and research personnel. The vessel represents a high technical level, and special attention has been given to the vessel's serviceability and low maintenance costs. In addition to monitoring fish stock, the vessel will also be used for collecting biological samples for onboard research and analysis. The vessel also features facilities for meteorological research and it can provide assistance for fisheries control "This technically demanding vessel is very important for the Rauma Shipyard, and it strengthens STX Finland's status as a builder of advanced specialised vessels," says Timo Suistio, COO of STX Finland Oy and director of Rauma Shipyard. "The design stage of the ship has further increased the shipyard's knowhow within this vessel segment, and we have been able to continue and add to the experience gained from the arctic research and service vessel ordered by the South African Department of Environmental Affairs. The construction of this ship will proceed fast and the ship's keel will be laid before Christmas."

Source : MarineLog / PortNews

MAASSLUIS ENROUTE RZB ROTTERDAM

The 1948 built Historical tugboat **MAASSLUIS** is undergoing a intensive refit in order to bring the small harbour tug back to her original status, Being « THE » Smit tug assisting the numerous ocean going tug boats Smit owned in the past going in and out of there home port Maassluis. As a first step past July the original bow is restored at **De Haas Shipyard** in Maassluis and during August the second step is carried out at the yard of the **KRVE Rotterdam Boatmen** Rotterdam. At this yard the aft ship is rebuild into the original traditional shape.



The tug **MAASSLUIS** seen « enroute » from from the shipyard of the **Koninklijke Roeiers Vereniging Eendracht(KRVE)** to the company **RZB** for blasting and painting work. - Photo : Floor Verboom ©

A unusual transport OVER THE ROAD took place when the **Maassluis** is being transported to the painting and blasting facilities of **RZB** Eemhaven Rotterdam . It is expected that within a week or so the **MAASSLUIS** is converted back into here old Smit livery ,afterward she will be transported to the Yard of **Drinkwaard** in Hardinxveld Giessendam in order to rebuild the original wooden Wheelhouse toppart. End of oktober 2011 the **MAASSLUIS** is expected to be back at her original home port Maassluis in order to regain here original task as tugboat assisting the museum tugs in the port of Maassluis She will be one of the vessels of the growing collection of museum Tugs and salvage vessels moored and maintained in Maassluis. **See also : www.sleepboothaven.nl**

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The **MSC FAUSTINA** seen enroute Antwerp – Photo : Sjaak Klaassen ©

APM Terminals to resume investment in Asian region

[APM Terminals](#), the port operation division of AP-Moller Maersk Group, will resume investment in emerging Asian markets to cater to increasing intra-Asia cargo flow, the company's chief operating officer Martin Christiansen said, Cargonews Asia reports. "We are actively looking for investment opportunities in emerging Asian markets such as China, Vietnam, India and Indonesia," Christiansen, who is also the head of the company's Asia-Pacific operations, said, reported China Daily.

Expanding intra-Asia trade volume has been largely fuelled by China's increasing appetite for imports and closer ties with the Association of Southeast Asian Nations, he said. The Netherlands-based company owns stakes in 10 container terminals in China, which have not received further investment since 2009 because of the 2008 global financial recession.

The company sold its shares in the ports of Kaohsiung, Taiwan, in 2009 and Yantian, Guangdong province, in 2010 on the Shenzhen Stock Exchange to China Ocean Shipping (Group) Co (Cosco). APM Terminals plans to sell half of its 50 percent stake in Xiamen port to Xiamen International Port. While stressing the Chinese market remains a priority, Christiansen admitted that there are some potential investment challenges in China, such as the rising costs of labour and property. But the valuation of ports is yet to offset rising costs, with nearly no increase in tariffs in recent years.

Most importantly, "the growth rate of China's container volume in the future is expected to be lower than the past, particularly China's export volume to mature markets such as the United States and the Europe", Christiansen said.

The dwindling growth rate is partly attributable to rising costs and yuan appreciation, which are posing a threat to China's reputation as the global manufacturing base. The country's coastal cities, which support a variety of labour-

intensive manufacturing sectors, have been particularly hard hit. Some investors have shifted investments into neighbouring countries where the cost of labour is lower. In 2010, Vietnam replaced China as the largest production base for Nike Inc, prompting widespread concerns that China might lose its attractiveness as a global manufacturer.

Sluggish economic recovery in the US and EU will further dent consumer demand, said Zhang Monan, an economist at the Economic Forecast Department of the State Information Centre. As the two economies continue to struggle with debt, "it is safe to expect a slowdown in the growth of container volumes worldwide", Zhang said. During the second quarter this year, the growth rate has been on the decline. In June, the export growth rate was 17.9 percent year-on-year, half of the figure for March, data from the Ministry of Commerce showed.

"The window of opportunity to invest in Chinese ports is closing and there are more and better investment opportunities in other emerging markets, despite the lack of infrastructure in those markets," Christiansen said. "We will focus more on how to facilitate the growing segment of imports into China in the future," he said. However, given China's size, the country will still remain an attractive investment option. According to a July report by the Chinese Academy of Sciences, Chinese ports will remain the busiest in the world and half of the top 20 container ports are in China this year. The report said the country will remain the world's largest manufacturing base in the near future and ports in China as well as neighboring countries will benefit from it. "China's vast manufacturing industry is difficult to replace. We do not see a big risk of a massive sourcing shift out of China in the near future," Christiansen said. "China will remain one of the most important markets for us." **Source : PortNews**

Delftse inklapbare container doorstaat testen Container Safety Convention



Holland Container Innovations heeft als eerste ter wereld het testprogramma van de Container Safety Convention doorstaan met een inklapbare veertig-voet-zeecontainer. Dit is een keurmerk dat aangeeft dat de stalen inklapbare container uitgevouwen aan exact dezelfde eisen voldoet als een standaard zeecontainer. "De testen zijn zwaar", vertelt directeur Simon Bosschiet "Zo wordt de container opgetild, geladen met twee keer het maximaal toegestane gewicht. Dat is meer dan 60 ton, het gewicht van een volle Boeing 737. Hij hield het glansrijk." Wanneer de container is ingeklapt neemt hij slechts 25% van het volume in beslag van een standaard container. De ruimtebesparing kan voor vervoerders zowel over land als op zee een kostenbesparing opleveren tot 25%. De HCI container doorloopt momenteel de laatste fase van ontwikkeling en financiering. In samenwerking met een grote Aziatische containerbouwer en een rederij zal volgend jaar de marktintroductie plaats vinden.

Doordat de wereld handelsstromen niet in balans zijn, worden gemiddeld op zee 20% en op het land 40% van alle 18 miljoen containers leeg vervoerd. Wereldwijd spenderen rederijen €20 miljard per jaar aan het herpositioneren van deze lege containers. De stalen HCI inklapbare container kan dit probleem oplossen. Met conventionele methoden, zonder gebruik van speciale middelen, kunnen vier inklapbare containers op elkaar gestapeld en vervoerd worden. HCI bezit zes patenten op het innovatieve ontwerp. In maart 2009 had het bedrijf al een eerste prototype op ware schaal

uitvoerig getest en nu dus recentelijk een tweede prototype dat voldoet aan de eisen van de markt. De inklapbare container is net als gewone containers van staal gemaakt. Hiervoor wordt HCI door de markt geprezen, want dit materiaal maakt het mogelijk dat de container over de hele wereld met standaard onderdelen en methoden onderhouden kan worden. Na een uitvoerig herontwerp heeft HCI begin dit jaar een nieuw prototype door een Europese container bouwer laten bouwen en alle certificeringstesten goed doorstaan. Dit resulteerde in het CSC certificaat op 17 juni 2011. De Container Safety Convention (CSC) certificering is het wereldwijde containerkeurmerk. Dat HCI hiermee gecertificeerd is, betekent dat de HCI inklapbare container, uitgevouwen, aan dezelfde veiligheidseisen voldoet als een standaard container en dus ook als een standaard container gebruikt kan worden. Dit alles is vast gesteld door de onafhankelijke certificeringinstantie Bureau Veritas, die ook standaard containers beoordeelt. Belangrijke eisen voor het verkrijgen van het certificaat zijn stapelbaarheid en de sterkte van de container. HCI is het eerste bedrijf ter wereld dat deze certificering heeft behaald voor een inklapbare veertig-voet-container. De container is uitvoerig getest op de Europort terminal in Meerhout (BE). Algemeen directeur Simon Bosschier zei over deze testen: "Het is fantastisch, dat we met de gecertificeerde inklapbare stalen container bewijzen dat de container met standaard havenapparatuur binnen 10 minuten in te klappen is".



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Indonesia shortlists five investors for Jakarta Port extension

The Indonesian government has short-listed five potential investors for an US\$1.37 billion extension project for the Jakarta Port scheduled to start before the end of the year, reported Dow Jones Newswires. Transportation Ministry spokesman Bambang Ervan said that the short-listed companies are state-owned port operator Pelindo II; a consortium between port operators Pelabuhan Socah Madura and Port of Singapore Authority; a consortium formed by Pelindo I, International Container Terminal Services Inc (ICTSI) and Rajawali Cemerlang; a consortium of 4848 Global System, Mitsui & Co, Taiwan's Evergreen Group, PT Nusantara Infrastructure; and a consortium comprising Hutchinson Port Indonesia, Brilliant Permata Negara, Salam Pasific Indonesia Lines and Cosco Pacific. Ervan said the project is expected to be completed by 2015. "This will [increase] the handling capacity of the port by 1.8 million containers," he said. The government is striving to improve vital infrastructure, such as seaports and roads, across the country in order to lure investment. **Source : PortNews**

Another type-specific ECDIS training solution

Hamburg-based online simulation training company Safebridge says that it has reached agreement with Raytheon Anschutz to offer online, type-specific ECDIS training based on Raytheon Anschutz's own software.

Safebridge was created to meet the demand for ECDIS training contained in the new STCW 2012 and ISM Code regulations. According to Safebridge director Prof Capt Ralph Becker-Heins, it is estimated that up to 500,000 seafarers will require training over the next few years. More critically, around 75,000 seafarers require training in the short-term given that existing installations will become the prime navigation device and the first new build ships in the progressive phase-in period, cruise and other passenger vessels, are required to conform from July 2012.

By signing co-operation agreements with manufacturers, to use their ECDIS software for simulation purposes, Safebridge claims to ensure that seafarers have access to training before joining ship and can easily re-train on the specific installed equipment **Source : The Motorship**



The **MINERVA** seen enroute Rotterdam – **Photo : Kees Torn (c)**

Rolls-Royce Wins £15m Brazilian Order for Offshore Supply Vessels

Rolls-Royce, the global power systems company, has won an order to design and equip two UT 735 SE offshore supply vessels for Brasil Supply. The order is worth £15 million to Rolls-Royce. The contract includes vessel design and an integrated Rolls-Royce equipment system including propulsion, deck machinery, bulk handling and vessel control systems. The vessels will be chartered by Brazil's state oil company Petrobras and are designed specifically for carrying fluids and solid cargo to and from offshore oil and gas platforms. This is the second order from Brasil Supply this summer, and the company now has four Rolls-Royce designed offshore vessels on order, all of which will be built at Estaleiro Ilha S.A in Brazil. Atle Gaasø, Rolls-Royce, General Manager Sales - Offshore Service Vessels, said: "With this contract Rolls-Royce further strengthens its presence in Brazil, and we look forward to working with both the owner and the yard throughout the construction of these custom made vessels." The vessels will be ready for delivery in 2013. To provide support for a growing installed base of equipment in Brazil, Rolls-Royce opened an advanced marine repair and overhaul facility in Niteroi in 2009. This forms part of an expanding network of Rolls-Royce Marine Service Centres, three having been opened already this year in Gdynia (Poland), Walvis Bay (Namibia) and Rotterdam (Holland). **Source : MarineLink**



HAL's **AMSTERDAM** seen August 20th, north bound through Discovery Passage on the east side of Vancouver Island BC. Departed Seattle Wa. bound for Alaska. **Photo : Capt. Dave Dyke (c)**



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[Svitzer's](#) Ocean going tug [Rotterdam](#) seen towing the [Noble Paul Romano](#) together with the [Harvey Warhorse 2](#) from Off Galveston to Alexandria **Photo : Crew Rotterdam ©**

SASCO buys multi-purpose 564teu vessel

Sakhalin Shipping Company» (SASCO) has acquired a multi-purpose vessel named "[Selenga](#)," the company said. This week, SASCO took delivery of the Selenga at the Bulgarian port of Varna. The 9,059dwt ship was built in 1988 and is equipped with two cranes of lifting capacity of 50 tons. The ship can carry 564 TEUs at a time. The vessel has ice-class 1A to be operated in areas with heavy ice conditions, including in regions of the Arctic regions and the Far North.

After the vessel is transferred under the supervision of Russian Maritime Register of Shipping, the Selenga will be deployed in the Far East on a regular container service of SASCO, connecting Sakhalin, Magadan and Kamchatka and Vladivostok via Vanino with the rest of Russia and the world.

The Selenga is the third vessel acquired this year by **JSC Sakhalin Shipping Company**, which runs the program of its fleet modernization. SASCO purchased earlier this year, the Tobol and the Omolon, currently engaged in the "northern deliveries" in Chukotka. JSC Sakhalin Shipping Company is one of the largest operators in Russia. The company's ice-class vessels transport a wide range of cargoes: containers, general cargo, equipment, bulk cargo, timber and wood products. SASCO provides year-round service from Port De-Castri, Vanino and Sovetskaya Gavan
Source : PortNews



Newsclippings contributor **HARRY VAN DEN BERG** seen in action making ships-photos around Hoek van Holland
Photo : Frans de Lijster (c)

Tianjin Port nets profit on higher box volumes

China's Tianjin Port Development improved its results for the first-half of this year on the back of higher container throughput volumes. The Hong Kong-listed firm posted first-half net profit of HK\$370.5m (\$47.5m) compared to HK\$270.7m in the same period of last year. Revenue rose to HK\$7.5bn compared to HK\$7.1bn a year earlier. Tianjin Port achieved a total container throughput of 5.6m teu, an increase of 18.1% over the corresponding period of 2010. Looking ahead, the company will actively participate in the construction of key functional area of the international shipping hub in north China. Under China's grand 'Twelfth Five-Year Plan', Tianjin Port will promote the development of Dongjiang Bonded Free Port to free trade port area and strive to become the core strategic enterprise in Tianjin city. **Source : Seatrade Asia**

RECENTLY UPLOADED HIGH RESOLUTION PHOTOS AT THE MAASMOND WEBSITE

ALPHA FRIENDSHIP	-	Bulker	AMUSEMENT WORLD	-	Passengerliner
AVATAR	-	General Cargo	BIEN DONG TRADER	-	Container feeder
ER BARGAMO	-	Bulker	GAS MADURA	-	LNG Tanker
HISPANIC G	-	Bulker	INDO MASTER 3	-	Local fast ferry
ITAL LIRICA	-	Container vssl	KUALA BATEE II	-	Local ferry
MARINA BATAM 5	-	Local Fast Ferry	UNI PLUS	-	Bulker
PACIFIC EMPIRE	-	VLCC	MORNING CONCERT	-	Car carrier
PT 66 FIDDLER RAY	-	Police Coast grd	TAMPA	-	Ro Ro vessel
TERIGAS 3	-	Local cargo ship	UNIVERSAL BARCELONA	-	Bulker
TTB SALVOR	-	Salvage Tug	BISA MARINE 59	-	Local Tug
GREATSHIP DHITRI	-	PSV	MANYPLUS 12	-	Local tug
PACIFIC BRONZE	-	AHTS	ZEEAREND	-	Dutch Coast Guard
SMIT PANTHER	-	Tug	SMIT EBRO	-	Tug

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OLDIE – FROM THE SHOEBOX



The **CLAN RANALD** seen in King George dock Hull in the 60s. Photo : Pete Elsom, Ship Support Limited. (c)

.... PHOTO OF THE DAY



The **ICE ROSE** seen enroute Rotterdam – Photo : Harry van den Berg (c)

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