



Number 265 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Thursday 22-09-2011**

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

This advertisement for Van Beest features a large image of a red and white cargo ship at sea. To the right of the ship, two workers in orange safety suits are shown on a platform, handling a large white bag. The Van Beest logo, consisting of the name 'VAN BEEST' and a stylized blue 'B' with a registered trademark symbol, is positioned to the right of the workers. Below the main image, a banner contains the text 'VAN BEEST B.V. Manufacturer and Supplier of wire rope- and chain fittings. Registered trade marks 'Green Pin' and 'Excel''. Below this banner is a row of various wire rope and chain fittings, including shackle pins and shackles in different colors (green, yellow, red, silver). The 'GP Green Pin' and 'EXCEL' logos are also present. At the bottom of the advertisement, contact information is provided: 'Tel. : +31 184 41 33 00', 'E-mail: sales@vanbeest.com', and 'www.vanbeest.com'.



The TOPAZ COMMANDER seen approaching Harwich port – Photo : Andrew Moors (c)

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The banner features a collage of industrial images related to liquid cargo handling, including pipes, valves, and storage tanks. On the left, the MariFlex logo is displayed. The text 'Pump Services B.V.' is prominently shown in the center. Below the images, contact information is provided: 'Kon.Wilhelminahaven zz.22, 3134 KG Vlaardingen. Port no 650. The Netherlands. Telephone (24h) +31(0)10-434 44 45 info@mariflex.net'. The phrase 'Professionals in liquid cargo handling' is written in a stylized font across the bottom right of the image area.

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The **TIGER CLOUD** seen westbound in the Singapore Straits last Monday afternoon - Photo : Piet Sinke ©

Miljoenennota bevestigt belang haven

Het mainportbeleid is stevig verankerd in het kabinetsbeleid, constateert het Havenbedrijf Rotterdam in een reactie op de Miljoenennota. Het stemt in met de focus van het kabinet op de topsegmenten chemie, energie en logistiek. Daarvoor is jaarlijks een budget gereserveerd van 1,5 tot 2 miljard euro. Het Havenbedrijf onderstreept de wens om samenwerking tussen havens. Niet alleen tussen de havens van Rotterdam, Dordrecht en Moerdijk, maar tussen alle Nederlandse havens en zelfs meer samenwerking tussen Nederlandse havens met de Vlaamse havens Gent en Antwerpen. In de Havenvisie 2030 maakt het Havenbedrijf zich daar ook sterk voor. Het Havenbedrijf is ook ingenomen met het feit dat het kabinet van Nederland een knooppunt van gasstromen wil maken en de aantrekkingskracht van Nederland als aanland- en handelsplaats voor gas wil bevorderen. Deze week opent koningin Beatrix de nieuwe Gate LNG-terminal in de Rotterdamse haven. Het Havenbedrijf zet vol in op het concept Energy Port en ziet zich daarin gesteund door het kabinet dat ondermeer 80 miljoen euro reserveert voor de opslag en transport van CO₂ (CCS). Ook ziet het Havenbedrijf zijn mobiliteitsbeleid bevestigd door het kabinet door een reservering van 550 miljoen euro tot 2020. Het Havenbedrijf zet onorthodoxe middelen in om de bereikbaarheid van de haven te garanderen tijdens de verbreding van de A15, de zuidelijke ringweg rond de haven. Het Havenbedrijf is blij met de 212 miljoen euro die het kabinet opzij legt voor de spoorontsluiting van de Maasvlakte 2. De voorbereidingen zijn reeds opgestart. Uit de cijfers van het ministerie blijkt dat het marktaandeel van de Rotterdamse haven in Noord-West Europa de afgelopen vijf jaar is vergroot van 33,8 naar 37 procent.

SIMARA ACE and SILUNA ACE DELIVERED IN HARDINXVELD



Atlas Ship Delivery was awarded the contract to bring two former passenger vessels from Sweden to Hardinxveld (the Netherlands). After bringing the vessels, named **SIMARA ACE** and **SILUNA ACE**, under Curacao flag and arranging valid LR certificates, the delivery trip could start.



Left **Capt. Richard Leistra** (for the first time seen in uniform ☺) of **ICS** ready for departure

The crew was supplied by **International Crew Services**. On Monday the 19th of September the vessels arrived at the Holland Shipyards in Hardinxveld. The twins will be upgraded to luxury offshore energy accommodation vessels.

For more information, **Chevalier Floatels B.V.**, can be contacted. Details can be found on www.floatels.biz



The **SIMARA ACE** and **SILUNA ACE** seen enroute Rotterdam > Hardinxveld - **Photo : Frits Janse ©**



The **MEERA** seen outbound from Rotterdam – Photo : Harry van den Berg (c)

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Dry bulk market losing its edge, retreating at the start of the week

After a surge during the past couple of weeks, which saw Capesize earnings boosted and the BDI (Baltic Dry Index) reaching levels of year high and close to 2,000 points, it seems that the signal was given late last week and early this week for a swift retreat. Yesterday, the BDI, the dry bulk market's benchmark was down by 2.76% to 1,764 points, hot on the heels of last Friday's fall. The biggest fall was recorded in the Capesize segment, with the Baltic Capesize Index (BCI) losing 5.35% to end at 2,847 points. The Panamax market meanwhile was also down, but by a far less aggressive 0.69% to 1,734 (Baltic Panamax Index).

According to the latest weekly report from Paris-based shipbroker **Barry Rogliano Salles (BRS)**, "bulk rates continued to rise in the early part of last week but a sharp correction on Friday saw all sizes lose points, most notably in the Cape segment which fell nearly 260 points. The drop ended seven consecutive week-on-week gains for the Capes. Overall the BDI finished the week at 1,814 points, a 1% drop on last week, while the BCI and BHI were also in the red, finishing at 3,008 points (-5.6%) and 677 (-0.9%) respectively. The Panamaxes and Supras showed gains however rising to 1,746 points (+3.6%) and 1,446 points (+3.2%). In the newbuilding market, we note a sharp slowdown in ordering activity this year, with just 32m deadweight of dry bulk tonnage placed, around half the amount contracted at this stage last year. Orders continue to tick over, due in part to the relatively low newbuild prices on offer, with one Chinese yard offering a rumoured \$30m for a kamasarmax. However, the head of Jiangsu-based New

Century Shipbuilding claimed this week such low prices would only be available for another 6 months or so as yards would soon be forced to refuse 'at cost' business" said BRS.

Commenting on the Capesize market it said that "despite a good start to the week, Capesize rates showed a sharp decline by Friday, with the market posting its first weekly fall in 7 weeks. Again the Atlantic showed greater firmness, losing around 4% on the main routes, while Aus-China and Bra-China saw declines around 6-7%. It was a mixed bag of news for the market, with the mining companies taking plenty of tonnage in the Pacific. However paper prices started to drop as early as Wednesday which appeared to have a knock-on effect on the physical. After trading at \$23,700 last Friday, October FFA prices have now dropped to \$19,200 per day and November to around \$16,500. On Monday the BCI dropped another 160 points and the 4TC was recorded at just over \$23,000.

Regarding the Panamax market, the shipbroker's report said that it increased overall by \$500 per day on the 4TC average. "This positive trend mainly came from the Atlantic basin where the USG grain fronthaul cargoes started to be marketed, leading to a decrease in the open tonnage position (although still important); the fronthaul route gained \$1,000 per day to close at \$22,500 per day. The TA round activity was however quieter with ships fixing in the low \$14,000s per day. In the Pacific the market kept stable at very close to \$14,000 for the Nopac round and the number of ships decreased in the area. Out of India, the monsoon will be over within 2 weeks which should lead to an increase in iron ore exports. The Goa/China route was paying \$14 pmt, 50 cents better than a week ago. On the short period front, the numbers were topping during the week and PMX LME were fixed at around mid \$14,500 per day, \$500 below that a week ago" said the shipbroker.

It went on to mention that "Supramaxes were well in demand except in India where rains were still ongoing. The Monsoon is expected to end during the next few weeks which might result in more activity there as well. But owners can hardly complain about other regions. The East has been quite active after the holidays in the beginning of the week. Mid/high teens are achievable for an index Supramax for Indonesia/India coal business. We shall see if that remains the case, should fixing activity in India really increase. USG/China rates are now hovering around low \$32/33,000s for bigger units while a TESS 52' is still worth around \$20,000 for a trip out with delivery West Africa.

The Handysize segment shows a mixed picture with not much good news for owners in the Atlantic. A lack of sugar cargoes caused rates to continue to decline in ECSA. A modern 28,000 dwt is now fixable in the low teens aps Brazil to Skaw/Passero. Even worse news emerged from the USG where two relatively modern 28,000 dwt vessels were reportedly fixed at below \$10,000 aps for trips within the Atlantic. All the while, in the Far East demand supported higher rates and much more period interest as well. Modern 32,000 dwt vessels are being negotiated for short period around \$13,000 with delivery SE Asia" concluded the report. Source : Nikos Roussanoglou, Hellenic Shipping

News Worldwide



The **WHITE SEA** seen westbound in the Singapore straits last Monday – Photo : Piet Sinke ©

Bureau Veritas launches new Rules for Yachts and Megayachts

Leading international classification society Bureau Veritas is launching a fully updated set of classification rules for yachts and megayachts. The Rules cover design approval, material and equipment certification and construction surveillance at the yard for single yacht building or for production in large series following an alternative survey scheme. Motor and sailing yachts of mono or multi hull type, built in steel, aluminium alloys or composite materials are

covered. A major addition to the new Rules is a set of standards applicable to very large charter yachts and yachts with over 12 passengers. These standards bridge the gap between international conventions applying to passenger ships and yacht industry standards. In addition to the classification of yachts, these Rules are also applicable within the scope of European Community certification for pleasure yachts ranging up to 24 m, with Bureau Veritas then acting as notified body. The new Rules update BV's 2006 Yacht Rules and incorporate feedback in service of yachts built to those rules. They also include additional class notations covering comfort on board, operation in ice and helicopter facilities. BV has also developed a specialised software package which is dedicated to the calculation of yacht structures built in composite materials, which is linked to the new Rules. The new Rules also contain appropriate technical standards for large charter yachts over 500 UMS and/or yachts carrying passengers which fall into the category of passenger ships under International Conventions such as SOLAS. At present, there is a technical approach consensus in National Flag Regulations covering charter yachts over 500 UMS or charter yachts carrying less than twelve passengers. The regulatory environment becomes more difficult for charter yachts carrying more than twelve passengers. These yachts, engaged in trade, are covered by IMO Conventions and are to be considered as passenger vessels. These conventions, developed for passenger vessels carrying hundreds or thousands of passengers, are not easy to use for a yacht design. The new BV Rules develop a new set of requirements, close to the international conventions but customised to the yacht industry standards. These requirements cover hull construction materials including the use of composite materials, stability criteria and damage stability, emergency sources of electricity power equipment and fire safety equipment. They are defined on the basis of SOLAS and Load Line conventions requirements for passenger ships carrying between twelve and thirty six passengers. The driving principle is to assist the designer and yard with an alternative approach as an equivalent basis to the international conventions. Bureau Veritas classification can speed the flag approval for each yacht project. Bureau Veritas is a world leader in conformity assessment and certification services. Created in 1828, the Group has close to 50,000 employees in 930 offices and 330 laboratories located in 140 countries. Bureau Veritas helps its clients to improve their performances by offering services and innovative solutions in order to ensure that their assets, products, infrastructure and processes meet standards and regulations in terms of quality, health and safety, environmental protection and social responsibility.



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The **EBROBORG** seen moored in IJmuiden – Photo : H. Blomvliet ©

Carnival Celebrates Construction Milestone With Carnival Breeze Ceremony

Carnival Cruise Lines held a ceremony aboard the **Carnival Breeze** on Sept. 16 at the Fincantieri shipyard in Monfalcone, Italy, during which a commemorative coin was welded to the ship's mast to mark a significant construction milestone.

Following the coin ceremony, the dry dock facility was filled with water and the **Carnival Breeze** was floated out and repositioned to another dock where she will undergo final interior outfitting in preparation for her June 3, 2012 debut.

Exclusive images and videos of the coin ceremony and float out, as well as the ship's many features, are available at the company's Facebook page www.facebook.com/carnival under the **Carnival Breeze** tab.

Carnival Breeze is scheduled to enter service June 3, 2012, with a special 12-day cruise from Venice to Barcelona, positioning the vessel for a summer schedule of 12-day Mediterranean cruises. Following its trans-Atlantic crossing, Carnival Breeze will launch year-round six- and eight-day Caribbean cruises from Miami beginning Nov. 24, 2012, becoming the largest Carnival ship to ever sail from that port. Visit www.carnival.com

Source : travelagentcentral.com



I'm not sure what all the boats were doing together at once, the Captains must have arranged this on a quiet day, but a nice picture of the **Caspiisky Buksir** (Caspian Tugs) fleet at D Island this summer. Left to right, **Ak Burkut**, **Afon Cadnant**, **Ak Sunkar**, **Afon Las**, **Afon Cefni**, **Ak Tue**, and **Ak Bars**.

Photo : Mark Meade, Holyhead Towing (c)

EERSTE EDITIE MARITIME WEEK

SPOTLIGHTS OP MARITIEME SECTOR VAN 3-12 NOVEMBER: KICK-OFF TIJDENS MARITIME AWARDS GALA



Van 3 tot en met 12 november 2011 vindt de eerste editie van de **Maritime Week** plaats. Met een landelijke campagne worden de schijnwerpers ruim een week op de maritieme industrie gericht. De kick-off is tijdens het Maritime Awards Gala op donderdag 3 november in Studio 21 in Hilversum. **Thecla Bodewes** - Directeur Eigenaar van **Scheepswerven Bodewes**, **Scheepswerf De Kaap** en **Maritima Green Technology** - opent het **Maritime Awards**

Gala en reikt de prijzen uit. Eind maart is Bodewes door Minister-President Mark Rutte uitgeroepen tot Zakenvrouw van het Jaar 2011.

Tijdens de Maritime Week kunnen jongeren en het grote publiek met eigen ogen zien en ervaren wat de opleidings- en carrièremogelijkheden binnen de maritieme industrie zijn. Maar ook voor maritieme bedrijven en politiek zijn er tal van activiteiten door heel Nederland. Behalve het Maritime Awards Gala vindt Europort tijdens de Maritime Week plaats. Daarnaast zijn er seminars, zoals een seminar Integraal Samenwerken, Advanced Technology Conferences en een seminar piraterij, meeloopdagen, zoals de Maritime Experience en zetten maritieme bedrijven hun deuren open. De

Maritime Week is een initiatief van Scheepsbouw Nederland en wordt in samenwerking met onder andere Stichting Nederland Maritiem Land, Koninklijke Vereniging van Nederlandse Reders, HISWA Vereniging, Vereniging van Waterbouwers en Onderwijs Centrum Binnenvaart georganiseerd. Inmiddels hebben IHC Merwede en Keppel Verolme aangegeven de Maritime Week te sponsoren.

Het **Maritime Awards Gala** wordt dit jaar voor de zesde keer georganiseerd. Tijdens dit jaarlijkse gala worden vijf prestigieuze awards uitgereikt die de innovaties in de maritieme sector belonen. Dit zijn de KNVTS Schip van het Jaar Prijs, de KVN R Shipping Award, de HME Maritime Innovation Award, de VNSI Timmersprijs en de HISWA Excellence Award. Hoofdsponsors van het Maritime Awards Gala zijn IHC Merwede, Damen Shipyards, Imtech Marine Group, NNPC, Wärtsilä Netherlands en Stichting Nederland Maritiem Land.



The car carrier **LUNA SPIRIT** upbound on the Fraser river September 18th , 2011 - **Photo : Robert Etchell (c)**

Cobelfret names its newbuildings

The four ro-ro vessels coming on stream from the Kyokuyo shipyard in Shimonoseki, Japan, will as from now on be known for their names rather than their newbuilding numbers 500 - 503. They will be given names as follows;

The first newbuilding is **CAPUCINE** (Yard No 500), to be delivered in October 2011, **SEVERINE** in January 2012, **WILHELMINE** in April 2012 and the **ADELINE** in June 2012. **Source : shippax.se**





Jelle Hakvoort seen in command of the launch **William Wallace** of **Braveheart Shipping BV** coming alongside the TSHD "**Prins der Nederlanden**" at the Maasvlakte 2 Project – Photo : Kevin Teichman (c)

\$44 million settles Cosco Busan oil spill in bay



An approximately 90-foot long gash stretches along the hull of the **Cosco Busan** as cargo is unloaded in Oakland, Calif. Investigators are probing whether prescription medication taken by the pilot of the container ship that struck a bridge support in November, 2007, played a role in the collision, which spilled 58,000 gallons of fuel into the San Francisco Bay. (AP Photo)

The shipping companies responsible for the 2007 **Cosco Busan** oil spill, which polluted San Francisco Bay and killed thousands of birds and fish, have agreed to pay \$44.4 million to restore habitat and reimburse the agencies that responded to the disaster, state and federal officials announced Monday.

The settlement resolves a federal lawsuit and requires Regal Stone Limited and Fleet Management Ltd. to compensate local, state and federal agencies for the loss of recreational opportunities. The money will be used to improve coastal

access and restore facilities, habitat and fisheries that were damaged, officials said. U.S. Secretary of the Interior Ken Salazar said at a Treasure Island news conference that the settlement "sends a message to polluters that there is a price to pay."

"We are seeing to it that those responsible for the spill are held accountable and that they pay their share for restoring and improving our precious natural resources and public lands," said Salazar, who was flanked by Justice Department and other government officials, including state Attorney General Kamala Harris. Assistant U.S. Attorney General Ignacia Moreno said she believes the oil spill settlement is the largest of its kind in the United States since the Oil Pollution Act was passed in 1990. The **Cosco Busan** was steaming out of San Francisco Bay on Nov. 7, 2007, when it slammed into the fog-shrouded base of a Bay Bridge tower and spilled 53,000 gallons of bunker fuel oil. The plume of thick oil damaged 3,367 acres of shoreline habitat with globules of the sticky black substance. The spill, which occurred in the morning, created an uproar because it wasn't until nightfall when various agencies and authorities that

could help were informed of the severity of the spill. By the time hundreds of people from cleanup organizations, agencies and wildlife conservation groups responded, strong bay currents had dispersed the sludge and fouled beaches throughout the Bay Area. Workers attempted to save wildlife, but the death toll was large despite their efforts. An estimated 6,849 birds and between 14 and 29 percent of spawning herring that winter were killed, according to government regulators.

The lawsuit was filed by the U.S. attorney general 23 days after the spill under the Oil Pollution Act, the National Marine Sanctuaries Act, the Park System Resource Protection Act and the Clean Water Act. San Francisco and Richmond also filed suit, and numerous other agencies joined in, including the California Department of Fish and Game and the Regional Water Quality Control Board. The two shipping firms agreed earlier this year to pay 120 Bay Area commercial fishermen \$3.6 million in damages. **Source : Fuelfix**



The **BALTIC** seen anchored off Fujairah – **Photo : Johan Luiks – Offmain BV (c)**

BC FERRIES ASSISTS IN MARINE RESCUE

Luxury floating fishing lodge breaks all but one mooring in high winds



BC Ferries' **Northern Adventure** was contacted by the Joint Rescue Coordination Centre at approximately 10:00 am September 18th to assist in a marine rescue at a fishing lodge in Barnard Harbour on Princess Royal Island in the mid-coast.

King Pacific Lodge had lost its moorings and was holding by only one anchor in over 50 knots of wind. The **Northern Adventure**, which was travelling northbound from Port Hardy to Prince Rupert, was approximately 35 minutes north of the lodge when the ship received the call from the Joint Rescue Coordination Centre to assist in this marine rescue. The Coast Guard vessel Gordon Reid was also tasked to attend the lodge and was approximately four hours the scene. The **Northern Adventure** diverted its course and arrived at the lodge at approximately 11:00 am. The twenty-two guests of the lodge and their luggage were transferred from the lodge via lodge boats to the **Northern Adventure**. Some employees of the lodge remained on site while others travelled to Hartley Bay in lodge boats. There were no injuries reported. The **Northern Adventure** got underway at approximately 1:30 pm bound for Prince Rupert and is expected to arrive by 6:00 pm. The ship is scheduled to travel from Prince Rupert to Haida Gwaii tonight at 11:00 pm. This rescue is not expected to have any impact on the service to Haida Gwaii. "I am extremely proud of the professionalism our crews demonstrated today," said

Mike Corrigan, BC Ferries' Chief Operating Officer. "The men and women of BC Ferries are highly trained in a wide variety of safety events and it is situations such as this that certainly exhibit the value of their skills." BC Ferries provides approximately 500 sailings per day up and down Coastal British Columbia and a ferry can be the closest vessel to render assistance.



The **MAERSK OHIO** seen off Galveston – Photo : Harry Stott (c)

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NAVY NEWS

Nuclear submarine rampage sailor shot dead officer to copy video game Grand Theft Auto

A sailor who shot dead an officer on a nuclear sub to copy gory video game Grand Theft Auto. Maniac **Ryan Donovan**, 23, was jailed for 25 years yesterday for his gun rampage on **HMS Astute**. Crazy **Ryan Donovan** was like an automaton as he went on the rampage with a semi-automatic rifle on a nuclear submarine. The vengeful able seaman was seething after being reprimanded for indiscipline and was hellbent on making someone pay.

Copying his favourite X-rated video game where players rack up points for kills, he fired four times at Petty Officer **Christopher Brown** and Chief Petty Officer **David McCoy** but missed as they dived for cover. Donovan, 23, then blasted Lieutenant Commander **Ian Molyneux** in the head as he tried to tackle him. He died instantly.

Stepping over the body, the maniac stormed into the control room and shot Lt Cmdr **Chris Hodge** in the stomach. His terrifying gun spree only ended when he was heroically wrestled to the floor by visiting councillor Royston Smith, who was touring **HMS Astute** while it was docked in Southampton. Shortly before the shootings, wannabe gangsta rapper Donovan, who called himself Reggie Moondogg, had told friends that he was planning a massacre like in video game Grand Theft Auto. He was jailed for life after admitting murdering dad-of-four Lt Cmdr Molyneux, 36, and the

attempted murders of Lt Cmdr Hodge, 45, PO Brown, 36, and CPO McCoy, 37, in April. Donovan, of -Crayford, Kent, was told he must serve a minimum of 25 years.

Prosecutor Nigel Lickley QC told the court: "Witnesses said Donovan had wild eyes and the look on his face was of somebody who was in another place – like they were in a dream and they were doing this like in a video game." Donovan went berserk when his request to be attached to another vessel was turned down by officers after he twice disobeyed an order to clean the sub. He had gone on a booze bender the night before the attack and volunteered for guard duty while drunk. He was handed an SA80 rifle with 30 rounds the next day after passing a test to see if he was sober.

As six civic dignitaries toured the Royal Navy sub during a visit, he turned the gun on PO Brown and CPO McCoy. Mr McCoy escaped by throwing himself down the stairs and locking himself in a cupboard. The gunman was overpowered by Southampton city council leader Mr Smith, 47, an ex-RAF engineer and Falklands veteran. Days before his rampage Donovan, who used to go to school with rapper Tinie Tempah, told PO Andrew Love he was planning a Grand Theft Auto-style massacre.

Mr Lickley added: "The defendant just giggled and said he was thinking how to start a massacre. He started talking about Grand Theft Auto, where you start a massacre and rack up points by killing." After the case at Winchester crown court, Lt Cmdr Molyneux's widow Gillian said nothing could replace her soulmate and dad of Jamie, Arron, Bethany and Charlie. She said: "There is no pleasure or relief for me today, only heartbreaking sadness." Speaking for Royal Navy, Captain Phil Buckley declared: "This case has shocked the service."

ONE of the most addictively popular and controversial computer games ever made, Grand Theft Auto has been slammed for glorifying violence. It is accused of inciting vulnerable youngsters to commit horrific crimes as players take on the role of a wannabe crook who rises through the ranks by completing a series of ever more bloodthirsty tasks. The drama is played out in modern urban settings, often involving the gruesome deaths of other drivers, police and military personnel. Some critics have dubbed it a "killing simulator". Launched in 1997, it has been linked to a number of multiple murders, mainly in the US. **Source : mirror.co.uk**

Submarine plan torpedoed

Thailand's Defence Minister Yutthasak Sasiprapa has rejected the navy's plan to pay 7.5 billion baht for six used submarines from Germany and questioned the cost-effectiveness and transparency. He said a defence scrutiny committee he appointed had resolved to return the project to the navy for review. Gen Jongsak Panichkul, adviser to the defence minister, is chairing the committee, which also includes former navy chief Adm Prasert Boonsong.



Photo : Ad de Kruijf (c)

"I want a review on the cost-effectiveness," Gen Yutthasak said. "The past government approved the establishment of a submarine fleet and the recruitment of personnel has been completed but transparent procurement has yet to be done." He said he was not concerned about the Sept 30 deadline that Germany had set for the navy to confirm the purchase of its used U206A submarines. He said the German navy could be asked to extend the deadline.

"But if Germany refuses to extend the deadline, it will be up to the navy to propose submarines from any country for my consideration," the defence minister said. He is open to either new or used vessels. A navy source said the defence

scrutiny committee had recommended submarines from Russia, China and South Korea. "The navy will let politicians make the choice," the source said. "It will just wait." He said the German submarines were the best choice in terms of practicality for study, training and price. **Source : Bangkok Post**

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Talk of the Day -- Taiwan mulling to build submarines

Taiwan is studying the feasibility of building diesel-electric submarines itself after the United States shelved its procurement request for many years, a local newspaper reported Monday. The United Daily News cited unidentified military sources as saying that research on submarine building has been launched and that the military is trying to acquire production know-how from abroad.

The following are excerpts from the local media coverage of the issue:

United Daily News: The military has commissioned a local shipbuilder to contact a non-U.S. country capable of building submarines for cooperation in building conventional submarines. After years of negotiations, the military has received a positive initial response. But military sources admitted that enormous efforts are still needed to realize the goal because submarine production involves highly-advanced technological expertise.



In the past few months, the sources said the Naval Shipbuilding Development Center has been very busy studying the blueprint of the country's two Hai Lung-class (improved Dutch Zwaardvis-design) submarines -- the **Hai Lung** (Sea Dragon) and **Hai Hu** (Sea Tiger) -- which were acquired from the Netherlands and commissioned in 1987 and 1988, respectively.

Moreover, naval authorities are preparing to send personnel abroad to study production technology or negotiate technology transfers for building pressure-resistant hulls, the most difficult part in submarine production, the sources said. Initially, the

military may start from building small submarines weighing in the hundreds of deadweight tonnages.

Ruling Kuomintang Legislator Justin Chou said he is pleased to see the Ministry of National Defense (MND) willing to develop advanced weapon systems itself. "I believe both ruling and opposition camps would support the budget plan for the development project," Chou said. With the United States shunning Taiwan's attempts to acquire diesel-electric submarines, the MND has symbolically appropriated only NT\$500,000 (US\$17,241.38) for the submarine acquisition project in its 2012 budget bill. Hsu Chiang, a Chang Jung Christian University professor who once headed Kaohsiung-based China Shipbuilding Corp. (CSBC), said he actively promoted the idea of building submarines locally during his tenure as CSBC chairman. "While I'm optimistic about the prospects of Taiwan building submarines domestically, the challenges the military faces today may be greater than in the past," Hsu said without elaboration. (Sept. 19, 2011).

Liberty Times: Taiwan now has only four submarines, including two former U.S. Navy Guppy II-class vessels that began service during World War II, while China packs the firepower of more than 30 subs, some of which are nuclear-powered. With China's military might continuing to grow, the United States is still unwilling to sell Taiwan advanced F-16 C/D fighters and conventional submarines. Analysts said Taiwan should overcome difficulties to develop cutting-edge weapons on its own. **Source : enditem / Focus Taiwan**

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The **SEVEN SEAS** seen leaving **Dormac Shipyard** in Durban after dry-docking. - Photo : Ian Cameron ©

MV Amurborg Leaves Hudong-Zhonghua Shipbuilding and Starts Its Maiden Voyage

On September 16th Hudong-Zhonghua Shipbuilding Co. Ltd., Shanghai, delivered the 142.8 mtr long m.v. **Amurborg**. Preceded by **Amstelborg**, **Arneborg**, **Amazoneborg**, **Asiaborg**, **Americaborg**, **Australiaborg**, **Africaborg**, **Atlanticborg**, **Avonborg**, **Alaskaborg**, **Azoresborg**, **Arubaborg**, **Albanyborg**, **Aragonborg**, **Adriaticborg** and **Andesborg**, the **Amurborg** is the seventeenth in a row of Wagenborg's 1A ice-classed, multipurpose vessels of 17500 ton DWT, geared with three 60 ton deck-cranes, the Chinese yard is building for Wagenborg. The maiden voyage will take the **Amurborg** from Japan with rice to Benin, W-Africa. Source: Wagenborg

BAE San Diego Ship Repair gets \$18.3 million mod to destroyer PSA contract

BAE Systems San Diego Ship Repair, Inc., San Diego, Calif., is being awarded an \$18,389,065 modification to previously awarded contract for the accomplishment of the post-shakedown availability (PSA) for the DDG 51-class guided-missile destroyers **USS William P. Lawrence (DDG 110)** and **USS Spruance (DDG 111)**. The effort to be performed by the shipyard includes services and material for the PSA. Specific efforts include: engineering and management support; labor and procurement of material to correct government responsible deficiencies and accomplish system upgrades; and performance of specific PSA work items inclusive of tests and post repair sea trials. Work will be performed in San Diego, Calif., and is expected to be completed by September 2012. Contract funds will not expire at the end of the current fiscal year. The Naval Sea Systems Command, Washington D.C., is the contracting activity. **Source : MarineLog**

Sevmash nearly completes upgrade of aircraft carrier for Indian Navy

Sevmash Shipyard executing an order for retrofitting **INS Vikramaditya** (the former Soviet aircraft carrier Admiral Gorshkov) for the Indian Navy has completed the works by 85 percent. The light aircraft carrier is scheduled for delivery in December 2012, the shipbuilding firm said. The Indian Navy Joint Staff delegation led by Adm. Niradzhn Kumar, chief of ships production and procurement department, arrived at the yard of Sevmash to see the order execution. The Indian customer expressed satisfaction with the progress in refitting the warship.

United Shipbuilding Corporation's President Roman Trotsenko thanked the customers for their confidence in Sevmash and USC, and assured that the final phase of the order will be done with great care. "Today, the order is being performed according to the schedule, and the technical problems are being solved largely through Rosoboronexport, which always supported us. I am sure that in December 2012, the ship will be delivered to the customer," Mr. Trotsenko said.

Sevmash shipyard secured the order for modernization of the former Soviet aircraft carrier **Admiral Gorshkov** (formerly **Baku**) from the Indian Navy. India named the warship **Vikramaditya** (Sanskrit: "Brave as the Sun"). The contract for supply of the **Admiral Gorshkov** was signed between Rosoboronexport and the Indian Navy on January 20, 2004 in New Delhi. The contract is valued more than \$ 1.5 billion, including \$600-700 million to be spent for the upgrade and refit of the warship. The ship was expected to be delivered in 2008 but due to constant delays, cost overruns and other issues the delivery date was shifted to 2012. **Source : PortNews**

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The tug **HENDRIK – KLAAS** seen moored in the port of Urk (The Netherlands) - **Photo : Kevin Teichman (c)**

Zim, Cosiarma and Cosmed signed agreement for a new Mediterranean liner service

Italy's Cosiarma S.p.A., Zim Integrated Shipping Services Ltd. and Cosmed announced last week a joint agreement for a new Liner Service in the Mediterranean. The service will start from week 41 on October 10th, 2011.



File photo of the **CARMEL ECOFRESH** moored in Genua in 29-07-2005 – **Photo : Piet Sinke (c)**

Cosiarma, a company belonging to GF Group, has chartered the two sister reefer ships '**Carmel EcoFresh**' and '**Carmel Bio-Top**' previously employed by Agrexco in the service between Israel and the West Mediterranean. The ships will be jointly employed in a regular liner service with weekly, fixed-day sailings and the following itinerary: Haifa – Ashdod – Sète – Genoa – Naples – Haifa. According to statement issued in Israel the ships will be renamed Cala Pira and Cala Paradiso, according to the traditional choice of names of Cosiarma for its fleets.

Each ship is able to load around 4.100 pallets of fruit and vegetables in hold and TEU 630 on deck, with 144 reefer plugs and has a service speed of 21 knots.

The new service will offer excellent transit times, large allocation of reefer space in holds and containers and more reefer plugs, which will support and assist the customers with their logistics needs.

Cosiarma S.p.A. manages over 1,800 reefers, 2 container vessels of TEU 2,700 and 4 large reefer vessels (double side loaders) with 10,000 pallet capacity, plus TEU 560 on-deck. The 4 reefer vessels are used exclusively for the GF Group's Orsero banana/fruit service from Colombia/Costa Rica to Vado. **Source: Port2Port**

Unifeeder to launch weekly service to Ust-Luga Container Terminal

Unifeeder, Northern Europe's largest feeder network for container transportation, has announced it will commence a regular service to Ust-Luga Container Terminal (ULCT), an additional gateway into Russia. The location of the new gateway is particularly excellent for Moscow-bound shipments, including the strategic automotive region of Kaluga, the company said Monday.

ULCT is expected to start operations at the beginning of November 2011. As first mover to this new container terminal, we will be offering the most extensive terminal network in the St. Petersburg area. Unifeeder will provide a fixed weekly sailing to ULCT; through our own office at the terminal we will be ready with full comprehensive "one stop services" to both feeder and shortsea clients from day one. Unifeeder, one of the largest feeder services in Northern Europe has been in the market since 1985 handling over 30.000 shipments annually. Unifeeder carries most types of cargo, such as hazardous chemicals, car tires, paper reels, pet food, etc. The Company operates its fleet of 26 vessels of 500-1,500 TEUs. Unifeeder's sales revenues totaled in 2008 some €400 million. Port of Ust-Luga is located on Russia's border with the EU. The port features 16-m deep harbor and a short 3.7-km approach channel, making Ust-Luga the major Russian port on the Baltic Sea, capable of accommodating 75,00dwt bulkers and 120,000dwt tankers. Currently, there are six terminals operating at the port (nine more to be commissioned soon). Overall, by 2018 there will be 19 terminals. In 2010, cargo throughput of Ust-Luga rose year-over-year by 13.7% to 11,78m tons. **Source: Port News**



The **MSC TANZANIA** seen outbound at the Westerscheldt River – **Photo : Willem Kruit (c)**

Chouest AHTS time chartered to support SBX-1

Edison Chouest subsidiary Alpha Marine Services, L.L.C., Galliano, La., is being awarded a \$25,266,636 firm-fixed-price contract for the time charter of **M/V Dove**, a U.S.-flagged, anchor-handling, towing supply vessel that will be used to support the Sea-Based X-Band Radar Platform, also called SBX-1, which is a converted semisubmersible, originally built in the Vyborg shipyard in Russia to serve as a MODU **M/V Dove** will transfer fuel, supplies, and offshore workers to and from SBX-1, and will function as the oil spill response vessel for SBX-1. Alpha Marine Services will operate and maintain M/V Dove for the duration of the charter. This contract includes four one-year option periods, which, if exercised, would bring the cumulative value of this contract to \$146,986,164. Work will be provided in the Pacific

Ocean, and is expected to be completed by September 2012. Contract funds are subject to availability in fiscal 2012 and will expire at the end of that fiscal year, or fiscal 2013. This contract was competitively procured via a solicitation posted to the Military Sealift Command, Navy Electronic Commerce Online, and Federal Business Opportunities websites with more than 100 companies having access to the solicitation, four offers were received. Military Sealift Command, Washington, D.C., is the contracting activity. **Source :MarineLog**



The **FAIR SEAS** seen enroute Amsterdam – **Photo : Joop Marechal (c)**

Singapore's NOL carries 8 pct more cargo in 4 weeks to Aug 26

Singapore container shipping firm Neptune Orient Lines (NOL) reported a 8 percent rise in its cargo in the four weeks to Aug 26 from a year ago, but weaker Asia-Europe and intra-Asia rates pushed its average revenue lower by 20 percent. NOL said in a statement it carried 235,200 forty-foot equivalent units (FEU) during the four weeks, up from 216,900 units a year ago. However, the average revenue per FEU during that period fell to \$2,559 per FEU from \$3,181 last year. NOL said on a year to date basis, it carried 8 percent more cargo, but the average revenue per FEU fell by 7 percent year-to-date compared to the same period a year ago. **Source : Reuters**



The **ZIM MONACO** seen in Rio Grande – **Photo : Marcelo Vieira ©**

Six foreign ships under detention in UK ports during August 2011 after failing PSC inspections

The Maritime & Coastguard Agency (MCA) announced that 6 foreign flagged ships were under detention in UK ports during August 2011 after failing Port State Control (PSC) inspection, Worldmaritimenews reports. Latest monthly figures show that there were 3 new detentions of foreign flagged ships in UK ports during August 2011 and 3 vessels remained under detention from previous months. The overall rate of detentions compared with inspections carried out

over the last twelve months was 3.11% this is slightly down from Julys twelve month rate. Out of the detained vessels 1 was registered with a flag state listed on the Paris MOU white list, 1 was registered with a flag state on the grey list 2 were registered with flag states on the black list and 2 were unregistered. **Source : PortNews**

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Above seen the 1983 built GBR flag standby-safety vessel **VOS RANGER** leaving Aberdeen Harbour back to 29th October, 2010. **Photo : Barry Standerline** - www.maltashipphotos.com (c)

Vietnam inspects loss-making shipping firm

Government inspectors began investigating fund and property management at leading shipping firm **Vinalines**, which announced big losses recently. The 75-day inspection will cover **Vinalines'** long term investments initiated between the beginning of 2007 and the end of 2010.

Vinalines will be required to provide clear and adequate answers about their business operations to the inspectors.

A spokesperson for the State Inspectorate said that the inspection had been planned earlier. But it was announced shortly after Vinalines reported losses of VND660 billion (US\$31.67 million) in the first half of this year. It's the first time the 15-year-old company has announced suffering losses, news website Dan Tri said Thursday. Around a quarter portion of the loss was made by five businesses transferred from the state-owned shipbuilders **Vinashin**, which was driven to the edge of bankruptcy with debts totaling VND86 trillion (\$4.4 billion) as of June 2010. Nguyen Canh Viet, general director of Vinalines, said shipping businesses have been facing different problems over the past three years, mostly because of dropping fares.

Viet said that the shipping industry has never been in such a difficult situation ever, and a slight recovery last year has not made things better. He blamed inconvenient weather conditions and more piracy in South Africa for worsening the situation and directly affecting Vinalines fleet. Many Vinalines businesses investing in other maritime services have achieved good economic growth over the first half of this year, the general director said. However, former minister of Transport Ho Nghia Dung said at a recent conference that Vinalines should not blame objective factors such as higher interest rates, increasing costs or inconvenient weather. Vinalines businesses losing money in the first half this year have to study their management practices, Dung said. **Source: Thanhniennews**



The **STAR FRASER** seen enroute Rotterdam – **Photo : Ria Maat (c)**

Stena Line announces super ships to shape future of NI ferry travel

Stena Line has announced the refurbishment of two giant ships that the company will be introducing on the Irish Sea later this year. The identical 'sister' ships '**Stena Superfast VII**' and '**Superfast VIII**' will be the biggest ferries ever to sail between Northern Ireland and Scotland and will undergo a refit programme at the Remotova shipyard in Poland which the company claims will ensure that they are the most modern, comfortable and best designed ferries ever to ply the Irish Sea. The ships will carry passengers on Stena Line's new Belfast to Cairnryan route which launches in November

Stena Line has appointed specialist marine outfitters MJM Marine from Newry, a company with considerable experience in the global cruise ship industry, to ensure that the new ships are fitted out to the highest standards in order to provide customers with a unique top quality ferry travel experience. Paul Grant, Stena Line's Route Director, said: "In November this year we will be launching a new purpose built port and terminal at Cairnryan in Scotland which will herald a new route for our Northern Ireland to Scotland service and we will also be introducing two identical ships onto the route, the biggest ever ferries to sail between Northern Ireland and Scotland. It will be a huge milestone for this service and the culmination of an ongoing investment programme which started with the construction of the new

terminal at VT4 in Belfast back in 2008. The combination of the new port and ships will enable Stena Line to reduce the journey time to 2 hours 15 minutes and will provide a level of quality, comfort and facilities never before seen on the Irish Sea.

"Not only that, the fact that the two ships are identical, allied with our already excellent customer service, means that customers are guaranteed a consistency of top quality on board service and facilities that we haven't been able to offer before, another great advantage for passengers and freight drivers. "That's why we have appointed specialist marine outfitters MJM Marine who have a wealth of experience in the cruise ship industry and will play a vital role in enabling us to offer customers the best possible ferry travel experience," he added.

"The ship layout will also be changed to accommodate our freight customers and I'm delighted to say that for the first time on the route, there will be no deck height restrictions, which means that we can accommodate virtually any load our freight customers have. We believe that this, alongside the fact that we sail direct from and to Belfast with easy access to the motorway system, will provide us with a unique competitive advantage in the market," concluded Mr Grant. Jonathan Guest, Managing Director of MJM Marine said: "We take immense pride to be involved with these prestigious refits and view it as an endorsement of MJM's knowledge and experience of working with Stena on their Irish sea routes."

Built in Germany in 2002, the new Stena Superfast vessels will each be able to accommodate 1200 passengers, 660 cars or 110 freight units and will operate up to 12 daily departures on the Cairnryan to Belfast route all year round.

Stena Line is the market leader on the Irish Sea, offering the biggest fleet and the widest choice of routes between Britain and Ireland, including Stranraer to Belfast, Holyhead to Dublin Port, Holyhead to Dun Laoghaire, Fishguard to Rosslare and the two new routes recently acquired from DFDS namely Liverpool to Belfast and Heysham to Belfast. The ferry company carries over two million passengers on its Irish Sea routes each year, more than its rival ferry operators combined.

.... PHOTO OF THE DAY



The **GMT POLARIS**, on the main arm of the Fraser River, Vancouver, B.C. - Sept. 18, 2011

Photo : Mike Zelt ©

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