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

The advertisement has a blue background. On the left, there are three small square images: a ship, a piece of heavy machinery, and a ship's hull. To the right of these images are the following text elements:

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**The CENTAURUS seen with the Jack Up ATLANTIC ROTTERDAM near the L9-A platform**  
**Photo : FLYING FOCUS luchtfotografie - [www.flyingfocus.nl](http://www.flyingfocus.nl) ©**

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## EVENTS, INCIDENTS & OPERATIONS



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The **SEABOARD STAR** seen in Willemstad (Curacao)

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

## Man jumps from Galveston-based cruise ship

Authorities were searching for a man who jumped off a Carnival cruise ship in the Gulf of Mexico, officials said. The 39-year-old man, identified as Clint Wayne Markham from Forney, was seen jumping off the **Carnival Conquest** on Friday around 6:30 p.m., shortly after the ship left Cozumel, according to a statement from Carnival.

Officials said the company alerted authorities and returned to the ship to where the man was last seen to begin searching for him. The cruise ship was later released from the search while Mexican authorities continued to look for him. "We're sorry to say that at this time, the missing guest has not been located. However, the Mexican navy remains on site and continues with the search," wrote the ship's captain, Antonio Sammartano, in a letter given to passengers. "We continue to provide support to his family and friends during this difficult time. We ask that you please continue to

join us in keeping them in your thoughts and prayers. **Carnival Conquest** left Galveston on September 18 and returned at 9 a.m. on Sunday. **Source : Khou**



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

## **Flurry of rumours on GH, GNV and Grimaldi Naples**

While Aldo Grimaldi is evaluating his return to active ship operation, his former company is conceiving deployment of their on-property units and the cousin Neapolitan group is reckoning the sale of two ferries to Tirrenia

Considering the recent expiration of Grimaldi Holding-owned ro-pax Tenacia's charter contract to GNV - the ship is currently laying in Genoa's docks to be followed by sister unit Forza - and due to newborn Grimaldi Blue Highways website, Aldo Grimaldi's company is allegedly evaluating its return to active ship operation, maybe on the Chioggia-Augusta line, launched last year by Ustica Lines and soon disrupted for assumed inadequacy (S2S n.34/2010, n.15/2011) of the ship engaged by Vittorio Morace (the Marco M). Other rumours are that the company could be operating on the more familiar Leghorn-Augusta line, while the Genoa-based shipowner only acknowledged to be currently evaluating different opportunities, which also imply further charter contracts.

Regarding GNV, Managing Director Roberto Martinoli denied rumours concerning the switch of ferries La Suprema and La Superba to the Naples-Palermo route, operated by SNAV (the two companies seem to be co-operating in full harmony), simultaneously replacing the SNAV Lazio and SNAV Sardegna. "These are just pure speculations, definitely not related to each other; our major task is conceiving the best deployment of our ships, nevertheless no changes should occur until the end of October" expounded Martinoli, promptly denying the news (released by trade unions) concerning disruption of the Fantastic in winter season (by GNV).

In the meantime Grimaldi Group of Naples, headed by Manuel Grimaldi (Aldo's nephew), while CIN's managing director Ettore Morace was submitting to Senate their intention to replace 5 units of newly acquired Tirrenia with second hand units, apparently seems intentioned to sell its two ships Grimaldi Ikarus Palace and Zeus Palace, said to be chartered out to Tirrenia as from 2012 with buying option; however no interested party confirmed nor denied the rumor.

**Source : ship2shore**



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The **NORWEGIAN SUN** seen enroute Amsterdam – Photo : H.Blomvliet ©

## Breskens doet definitief het licht uit



De **Gemeenschappelijke Nautische Autoriteit** (GNA) bekend gemaakt dat het '**Sectorlicht Nieuwe Sluis**', beter bekend als de '**Vuurtoren van Breskens**', maandag 3 oktober as. definitief gedoofd wordt. De in 1867 gebouwde vuurtoren staan aan de zuidelijke monding van de Westerschelde op het meest noordelijke puntje van West-Zeeuwsch Vlaanderen. De 28 meter hoge toren is de oudste, nog bestaande, gietijzeren vuurtoren van Nederland.

Foto: Marc Ryckaert - [www.kustfoto.nl](http://www.kustfoto.nl)

Oorspronkelijk maakte de vuurtoren als hoge licht deel uit van een lichtenlijn met een opengewerkt lichtopstand dat gelijktijdig met de vuurtoren bij het 't Killetje van Nieuwe Sluis werd gebouwd. Tijdens de Tweede Wereldoorlog was de vuurtoren enige tijd buiten werking gesteld en toen voorzien van camouflagekleuren. Na de oorlog is het licht pas in 1951 weer ontstoken. De vuurtoren kreeg toen een licht dat één verduistering telt per tien seconden. Het lage licht is na de oorlog verplaatst naar het Oranjeplein in Breskens. Tegenwoordig staat het op het Spuiplein. De vuurtoren stond oorspronkelijk bovenop de zeedijk. Toen de dijk in de jaren zeventig van de vorige eeuw

op 'Deltahoogte' werd gebracht kwam hij aan de zeezijde van de dijk te staan. Hoewel het voor de pleziervaart nog een zeer handig herkenningspunt in het donker is, heeft de GNA in december 2010 toch beslist dat het object 'geen nautisch nut' meer heeft. Maandag a.s. wordt het licht dus na 144 jaar definitief gedoofd. De GNA laat weten dat er voor dit rijksmonument een passende bestemming zal worden gezocht. Dit voorjaar werd al bekend dat Rijkswaterstaat de vuurtoren mogelijk wil verkopen



The **CANARIAN REEFER** seen arriving in Scheveningen – Photo : Reinier van der Wetering ©

## **STUDENTENPRIJSVRAAG: 'ONTWERP JIJ HET SCHIP VAN DE TOEKOMST?'**

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### **Hoofdprijs: € 1000,-**

De 10 beste ideeën worden gepresenteerd op Europort 2011 van 8 t/m 11 november. Het winnende ontwerp dat wordt beloond met € 1000,- wordt gekozen door de bezoekers van de beurs. Zowel individuele als groepen studenten kunnen deelnemen.

### **Deelnemen**

Studenten die willen deelnemen aan de Proeftuin Maritieme Innovatie Studentenprijsvraag worden verzocht uiterlijk voor 17 oktober hun ontwerp in te zenden via het e-mailadres:

[info@proeftuinmaritiemeinnovatie.nl](mailto:info@proeftuinmaritiemeinnovatie.nl) Kijk voor meer informatie en uitleg op : [www.proeftuinmaritiemeinnovatie.nl](http://www.proeftuinmaritiemeinnovatie.nl)

### **MaritimeWeek**

Deze prijsvraag is één van de activiteiten die binnen de landelijke Maritime Week 2011 plaatsvindt. De Maritime Week start op 3 november 2011 met het Maritime Awards Gala en duurt tot 12 november. Kijk voor een compleet overzicht van alle activiteiten op [www.maritimeweek.nl](http://www.maritimeweek.nl)

### **Proeftuin Maritieme Innovatie**

De Proeftuin Maritieme Innovatie is geïnitieerd door Werkgeversvereniging Drechtsteden. Het programma stelt zich ten doel de innovatiekracht van MKB bedrijven in de regio Drechtsteden te bevorderen door innovatiekrachten te bundelen. Bij de Proeftuin Maritieme Innovatie zijn de volgende brancheorganisaties en onderwijsinstellingen aangesloten: EICB, Scheepsbouw Nederland, Werkgeversvereniging Drechtsteden, Hogeschool Rotterdam, Da Vinci College, IN Holland Delft, Hogeschool voor de Zeevaart Rotterdam. De algehele projectcoördinatie is in handen van HME.



The **BW BOSS** seen enroute Antwerp – Photo : Henk de Winde ©



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Above seen the **Union Wrestler** during the first tanker lifting operation with **KAMAKSHI PREM** on block 17 of Angola Offshore. Photo : Afanasyev Oleksandr ©

## Pirates taking advantage of sunrise and sunset

NATO reports that pirate activity has increased in the Southern Red Sea. Over the September 24-25 2011 period, there was one attack/boarding by pirates and three suspicious approaches. The attack occurred on September 25 at 1410N 04250E. The crew secured themselves in their citadel and the pirates abandoned the attack. The three suspicious approaches occurred in the same area. The approaches involved one-to-two skiffs. NATO warns that latest reports

indicate that pirates use sunrise/sunset to approach from the direction of the low sun in order to gain extra time for surprise. Skiffs may also be painted dark blue. Ships are advised to be extra vigilant during these times.

## Feyenoord in de haven



Foto: Roy Borghouts fotografie

Traditioneel bezoek van de selectie van Feyenoord aan Rotterdamse haven. Dit keer bezocht het team de Verkeerscentrale Rotterdam in de Botlek, de containerterminal van de ECT op de Maasvlakte en maakten de voetballers een rondvaart op een patrouilleboot van het Havenbedrijf, sinds jaar en dag een van de trouwe sponsors van stadion De Kuip.

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## GL issues ISM/ISPS certificate for 5,000th ship

Hamburg headquartered classification society [Germanischer Lloyd](#) (GL) has marked a milestone with the hand-over of the Safety Management Certificate and International Ship Security Certificate to the MV [KOTA BERKAT](#). The [Kota Berkat](#), owned by [Pacific International Lines \(Pte\) Ltd](#) (PIL) and managed by [Apex Ship Management](#), is the



5,000th vessel sailing with ISM and ISPS certificate issued by GL as a Recognized Organization (RO) and being periodically audited for compliance.

The GL Group has recently established a new service delivery section "GL Systems Certification" to offer both marine and non-marine management systems certification, including certification according to the ISM-/ISPS-Code, ISO standards, and the upcoming Maritime Labor Convention, 2006.

"We were delighted to discover that one of our managed vessels has marked the milestone of 5,000th vessel sailing with Class GL ISM & ISPS certificates. Apex is looking forward to enhance the safety

management system, environmental protection and security compliance working together with and under the guidance of Class GL," said Philip Tay Chief Executive of Apex Ship Management Pte Ltd.

Apex Ship Management, the Singaporean operator of the [Kota Berkat](#), has recently taken over some 15 GL classed vessels. Compliance with the ISM-/ISPS-Code certification allows Apex to demonstrate to clients that it operates to a high level of safety, security and environmental protection. Lukasz Luwanski, GL's Area Manager for South Asia and Oceania said: "We are very pleased to be able to recognize Apex's commitment to safety and security through this certification and we look forward to a continuing and productive relationship working with them."

As part of their efforts in ensuring its vessels' compliance with the ISPS code the shipowner, PIL has, among other things, installed the automatic identification system to enhance vessel-to-vessel and vessel-to-shore identifications and communications, on board installation of a ship security alert system, developed vessel security plans, conducted shore-to-ship security exercises, and complied with flag state security certification requirements. At the beginning of 2010, GL merged the industrial non-marine certification business with maritime certification standards. This allows maritime customers coming to GL to be offered any combination of certification services with one point of contact. These can also be complemented by training through the GL Academy. **Source : MarineLog**

## 'Heads should roll' over \$11m ferry blowout [cost-overrun]



The [ARATERE](#) seen after lengthening – **Photo : Don Meehan (c)**

[KiwiRail](#) faces a cost blowout of at least \$11.5 million for stretching its Cook Strait ferry [Aratere](#) with a 29m insert to carry more rail wagons, trucks and passengers. The vessel arrived back in Wellington on Friday from the five-month

upgrade in Singapore, almost three weeks late, after electronic problems during sea trials delayed its departure.

It has also returned with a bill for the upgrade of \$53.8 million, \$11.5 million more than what was provided for in the Government's "turnaround" plan for investment in KiwiRail. The \$4.6 billion plan includes a Government contribution to the state-owned company of \$750 million in three annual instalments. Although KiwiRail says increasing capacity for rail between Auckland and Christchurch is integral to the plan, the Aratere cost blowout has been lambasted by marine consultant Rod Grout, a former long-time chief executive of [Pacifica Shipping](#).

He says heads should roll. "If this had occurred in the real commercial world, the project managers and advisers would be sent packing," he said. "This episode casts serious doubt on the ability of rail ferries and their operator to provide a realistic investment return on Government funds." Mr Grout said in an earlier letter to Transport Minister Steven Joyce that overseas ships looking for easy business on New Zealand's coast carried 60 per cent of all domestic containers sent in 2009 from Auckland's main port to Lyttelton.

"Despite efforts to match or better the rates offered by international ships, KiwiRail has not been able to stem the decline, even though they have ample capacity." The ratio had grown steadily since deregulation in 1994, which had also adversely affected other domestic shipping companies. He said KiwiRail should concentrate on improving its railway networks, including the line between Auckland and Northland, which the company says it will have to mothball unless it can find more customers.

KiwiRail chief executive Jim Quinn said the [Aratere](#) upgrade stood up commercially even with the extra costs. He said his [Interislander](#) subsidiary was not just a freight service but remained the largest transporter of passengers and their vehicles between Wellington and Picton. "The Interislander provides an essential service, linking New Zealand's North and South Island rail and road networks." It moved 800,000 passengers, 210,000 cars and 54,000 rail wagons across Cook Strait each year, and extra capacity to keep up with growing demand was needed urgently.

"The fastest and most efficient way to get that is by stretching the Aratere when it was in for its scheduled refurbishment," Mr Quinn said. KiwiRail would manage the extra costs within its budget. These were caused partly by changes to the design of extra generators, transformer and power management system. Project management costs had also risen and extra strengthening of the vessel was needed. **Source : New Zealand Herald**



The Self-Elevating Drilling Platform [NEPTUNE](#) seen in front of the Trailing Suction Hopper Dredger [BREUGHEL](#)  
**Photo : Skeyes - [www.skeyesphoto.com](http://www.skeyesphoto.com) (c)**

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## RESTAURATIE MOTORREDDINGBOOT 'BRANDARIS' GAAT DOOR



De befaamde motorreddingboot 'Brandaris' die van 1923 tot 1960 voor de [Koninklijke Nederlandse Redding Maatschappij](#) op Terschelling dienst heeft gedaan, blijft behouden en zal worden gerestaureerd. Dat heeft de [Stichting Behoud](#) op Terschelling na een jaar van intensieve voorbereidingen bewerkstelligd. In oktober hoopt Scheepswerf J. Talsma in Franeker met de werkzaamheden te beginnen.

Deze reddingboot behoort tot een generatie waarmee de zwaarste redden uit de geschiedenis van de KNRM zijn uitgevoerd. Op Terschelling beschouwt men deze boot dan ook als cultureel erfgoed en wil men het schip behouden.

De [Stichting Behoud](#) oudste Motorreddingboot ter Wereld op Terschelling heeft daarvoor in 2010 het initiatief genomen en een financieringscampagne opgezet. De huidige eigenaar, de heer [J. Jaarsma](#), was

bereid om het schip voor dit doel voor de symbolische prijs in te brengen. Inmiddels heeft de Stichting Behoud van de provincie Fryslân, van diverse goede doelen fondsen en van particulieren toezeggingen voor de financiering gekregen, zodat deze eerste fase in gang kan worden gezet. Nadat het ijzerwerk gereed is zal het schip worden gestraald, gecoat en geverfd. Daarna volgt het interieur en de machinekamer. Op Terschelling zal het schip in eerste instantie als een monument op de wal komen te staan.



De [Secretaris Schumacher](#) onder de kust van Terschelling – Photo : [Piet Sinke](#) ©

Hoewel in feite de dekking van de oorspronkelijke begroting is bereikt, blijkt uit een hernieuwd expertise onderzoek dat meer werkzaamheden moeten worden uitgevoerd dan bij het eerste onderzoek in 2010 naar voren is gekomen. Dat is een tegenvaller, maar het bestuur heeft nog enkele ijzers in het vuur bij enkele instellingen en bedrijven. Zo hoopt het bestuur op steun van de leden van de [Rabobank Leeuwarden-Noordwest Friesland](#), die in oktober hun

voorkeuren voor genomineerde projecten van hun Coöperatiefonds kenbaar kunnen maken. Het gaat om de laatste tienduizenden euro's op een begroting van een dikke twee ton! Het bestuur van de Stichting Behoud hoopt dat de "**Brandaris**" in de zomer van 2012 weer in haar naoorlogse gedaante terug op Terschelling zal zijn. Aan boord zullen in samenwerking met het museum '**t Behouden Huys**' verhaal- en vertelavonden voor de jeugd over reddingen, bergingen en de zee worden georganiseerd.



De **Jhr. J.W.H. Rutgers van Rozenburg** in Terschelling – Photo : **Piet Sinke** ©

De **Stichting Behoud oudste Motorreddingboot ter Wereld** heeft de oudste motorreddingboot ter wereld gerestaureerd en onder de vlag van het museum '**t Behouden Huys**' te West Terschelling in de vaart. Dat is de "**Jhr. J.W.H. Rutgers van Rozenburg**" uit 1907. Ze maakt educatieve tochten, voornamelijk met jeugd onder de vlag van het museum '**t Behouden Huys**'. Daarnaast heeft de stichting de enige nog varende roeireddingboot, de "**Secretaris Schumacher**" uit 1900 gerestaureerd. Hiermee worden enkele demonstraties per jaar gegeven door de boot op de lanceerwagen met 10 paarden over de duinen en het strand te trekken en vervolgens in zee te lanceren. Daarna moeten 12 bemanningsleden in de riemen! De drie demonstraties trokken afgelopen zomer gezamenlijk zo'n 10.000 kijkers!



## Navy foils two piracy bids in Gulf of Aden .

The Indian Navy foiled two piracy attempts in the last one week in the Gulf of Aden and disarmed eight to 10 Somalian pirates. The merchant vessels which were the target of the pirates did not suffer any damage and safely escorted to their destination. Navy spokesman **Commander P Satish** on Monday said offshore patrol vessel **INS Sukanaya** deployed in the piracy infested Gulf of Aden off Somalia was escorting a fleet of merchant vessels on Sunday early morning when two skiffs with pirates were detected near one of the merchant ships.

Since it was dark at about 3 am, **INS Sukanya** launched a boat with Marine commandos. They warned the skiffs to move off and when the pirates did not so, a few warning shots were fired and the pirate boats stopped. The commandos boarded the pirate boat and recovered several small arms including AK-47s, ammunition and piracy triggers like ladders and extra fuel. The arms and fuel was dumped overboard and pirates were asked to leave the area immediately, Satish said adding there were eight to 10 pirates. The second attempt was foiled on September 20 by the same Indian warship when some pirates tried to come close to one of the merchant ships escorted by **INS Sukanya**. However, a warning by the warship scared off the pirates and they sped off, Satish said. Indian warships are deployed in the Gulf of Aden since 2008 for patrolling the nearly 500 nautical mile long channel and the Indian Navy has so far safely escorted more than 1,000 merchant ships without any incident. The Indian warships have also foiled more than one dozen piracy attempts when asked to help by some foreign merchant ships. Incidentally, the Government is yet to promulgate an anti-piracy law though the Defence and Shipping Ministries have cleared the draft of the Act. The Bill was scheduled to be introduced but due to delay in finalisation of the Bill it could not be tabled, sources said. **Source : The Pioneer**

## Submarine seized in Colombia



Colombian authorities have seized a submarine which they say belongs to the rebel group the Revolutionary Armed Forces of Colombia, with the capacity to carry ten tonnes of cocaine. The semi-submersible was brought ashore by the military police and the National Police anti-narcotics division in the fishing village of Punta Bonita, near the city of Buenaventura on Colombia's Pacific coast. According to the National Police, the submarine can travel up to 1,100 miles without refuelling and could therefore reach Central America and return to Colombia. General Luis Alberto Perez, of Colombia's National Police said: "It has an interior capacity of 27 cubic metres so it can carry up to ten tonnes of cocaine." The submarine, which is made of wood and fibreglass, is thought to be the largest submersible ever captured in Colombia. Anti-narcotics forces in Colombia have seized seven submarines in 2011 and 66 in total since it

emerged the vessels were used by drug-traffickers. The South American country is the centre of the world's cocaine trade, where traffickers have used various methods to avoid detection. **Source : ITN**

## Ocean-going tug fails to free freighter



A decommissioned bulk carrier remained stuck Sunday and wouldn't budge from a Scatarie Island shoal, despite repeated efforts by an ocean-going tug. "At 18:45 p.m. (Saturday) night during high tide, they tried once again to pull it off, but there was no luck," said Keith Laidlaw, senior response officer with the Canadian Coast Guard. Laidlaw was commenting Sunday during a telephone interview on the latest efforts to remove the bulk carrier, which used to sail the Great Lakes with cargoes such as coal and lumber. Now known as the Miner, the freighter used to be called Canadian Miner and was being towed to Turkey for scrapping when it ran into trouble off Cape Breton early Tuesday morning. The tow line from the tug broke during rough seas and the vessel went aground. "The tug was sufficient for towing the ship overseas, but it obviously (was)

not sufficient to pull it off the shoal," said Laidlaw. The owner, Pella Shipping Co. of Greece, "and a salvage master were on the ship at 9:30 a.m. (Sunday) and they are to do up a master salvage plan." "The plan will lay out the best way to remove it." Transport Canada and the coast guard will receive copies of the salvage plan by noon today. While there is diesel fuel aboard the ship, it is stored in a compartment well above the waterline and doesn't present an

environmental threat at the moment. Coast guard members have been monitoring the operation from air and sea  
Source : chronicleherald

## NAVY NEWS

# Officers of the F 219 Sachsen host local school kids in South Africa



The Commanding Officer, Cmdr **M Nolte** is in the centre together with **Perry Tsang** from HOKISA School on his right.



The Officers of the German Frigate **F 219 Sachsen** hosted children from the "**HOKISA**" Home for Kids in South Africa for the day when they gave them a tour of the ship and let them loose to explore the many different functions of the ship. They had a fantastic time trying on the diving gear, chatting on the intercom in the control room amongst others and ended up with a meal and cool drinks in the Ward Room. A good time was had by all,



and a special thanks to the Commanding Officer, **Cmdr M Nolte**, and his Officers for their enthusiasm on this special day for the kids. I am certain

that this will be the highlight of the school year. Well done to you all. **Photo's / text : Bob Johnston (c)**

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## More Virginia-class submarines sought

The leadership of the Navy's submarine force wants to buy more Virginia-class submarines, according to the president of the Naval Submarine League. The Navy currently plans to buy a total of 30 Virginia-class boats, but retired Rear Adm. John B. Padgett III said Friday that the high-ranking officers he has met with, including the commander of the submarine force, want to keep building Virginia-class subs for another decade and add two submarines to the total.

By ordering Virginia-class submarines through 2033 - instead of contracting for the design and construction of a new attack submarine - the Navy would save money and ensure that nothing competes with the design work on another program, a new ballistic-missile submarine, Padgett said. The Navy plans to replace the 14 current Ohio-class ballistic-missile submarines. The lead ship is scheduled to be purchased in 2019. Electric Boat, which shares responsibility for building Virginia-class submarines with Newport News Shipbuilding in Virginia, is now building two subs a year. The production rate is expected to drop to one per year from 2024 to 2033 regardless of whichever is being built, a new attack sub or a Virginia-class sub.

The Navy will be buying the ballistic-missile boats at the same time.

The Navy's current shipbuilding plan also calls for only one sub in 2018 and again in 2023 because of budget constraints. Padgett said the submarine force wants the production rate to remain steady at two subs annually through 2023 to shorten the amount of time that the total number in the fleet will fall below the required 48 and to keep the total from dropping to a projected low of 39. This will happen in the late 2020s because many of the older Los Angeles-class boats are retiring. Padgett



spoke about the vision of the submarine force leadership Friday at the local Nautilus Chapter of the Naval Submarine League. A former vice president of business development and strategic planning at EB, Padgett was named president of the national Naval Submarine League last year. He served more than three decades in the Navy, commanding both the U.S. Pacific Submarine Fleet and Groton's Submarine Group Two. EB President John P. Casey, who attended the luncheon, said he was aware of the talk about the potential changes to the Virginia-class program.

"I think rather than starting a new design they're interested in modifying the existing design to make it capable of staying up with the technology, if you will, into the distant future," Casey said. "As long as it involves technology upgrades, similar to the ones we're doing on the Los Angeles class, I think it's a very workable idea." EB has not been "all that involved" in the discussions, Casey said, "so there's a lot of work to be done." The Los Angeles-class program

could serve as a model, according to Padgett, since the Navy planned to buy 30 but ordered 62 and made significant improvements over a 20-year period. For the Virginia class, EB is working on concept studies for a module with missile tubes that could be added to the subs to boost firepower without compromising speed or stealth. Preliminary estimates say the modification could cost up to \$500 million per boat, adding roughly 20 percent to the cost of an attack sub. The submarine force is projected to lose about 60 percent of its undersea firepower in the late 2020s with the retirement of its four guided-missile subs. Casey said the module, which would help offset this loss, is a "very exciting idea." "Depending on the timing of folding that into these later blocks of Virginia, it could work out well," he said. The Navy procures the subs in groups, or blocks. The final block, according to the current plans, is the fifth. Padgett said he thought the module would be in the subs in this fifth block, and Casey said the idea certainly was feasible. **Source : The Day**

## SHIPYARD NEWS

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Above seen yesterday in Bremerhaven at the Heise yard the AHT **PRIMUS** the management of the 2004 built, 104 ton BP tug is taken over from Harms Bergung by **URAG (Bremen)** and the AHT will be named **BREMEN FIGHTER**  
**Photo : Capt. Carlo Schriek – Master Bremen Fighter (c)**

## Marco Polo Marine wins contract to build five deck cargo barges

Singapore Exchange Mainboard-listed **Marco Polo Marine Ltd**, a growing integrated marine logistic group, announces that the Group has secured a ship building contract worth approximately S\$10.5 million, to construct five deck cargo barges for **PT. Pelayaran Nasional Bina Buana Raya** ("BBR"), an associated company of the Group. Construction of the five deck cargo barges is expected to begin in October 2011 at the Group's shipyard in Batam with

delivery scheduled in July 2012. Upon delivery, these vessels will be flagged as Indonesian vessels and be deployed by BBR to ferry various commodities for its customers within the Indonesian waters. Mr Sean Lee, the CEO of the Group, commented, "We are very pleased that BBR again chooses our Batam shipyard to support its fleet expansion program. This contract will contribute to the profitability of the Group's shipbuilding activities for the financial year ending 30 September 2012." Marco Polo Marine is an integrated marine logistic company serving the energy sector in Indonesia and the region. The Group is a substantial player in the transportation of Indonesian coal for domestic use and exports. **Source : PortNews**



Above seen Eitzen Chemical 4,216 Dwt Chemical Tanker "SICHEM CASTEL" (87 x 18 m) on her 4th.special survey at Mario López Shipyard (Cernaual Group) in the port of Málaga. **Photo : Cernaual Shipyard ©**

**CORRECTION : In yesterdays newscippings a photo of the launch of the NEPTUNE could be found, by mistake I forgot to put the captioning and that the photo was made by Jan van Heteren ©**

## Brussels may require shipyards to return the 'tax lease'

The European Commission (EC) announced to investors, shipping firms, banks and shipyards that they could be required to return the tax lease, the tax benefit system used in Spain until June for the construction of vessels, FIS reports. The EC has just published a report on the investigation of this accelerated repayment scheme in the Official Journal of the European Union. The findings of the study conclude that the tax lease is an "illegal" aid so the "interested parties" of the Spanish shipbuilding sector have one month to submit any relevant statements. In May of 2006 two national associations of shipyards and an individual company presented complaints about the Spanish tax system, and in July last year, shipbuilding associations from seven countries of the EU signed a petition against the tax lease. The EC estimates that this system authorised 273 transactions for construction and the acquisition of ships from 2002 to August, 2010. "Illegal" aids were given to the Economic Interest Grouping (EIG), its investors, shipping companies, shipyards, leasing companies, banks and other intermediaries involved in the scheme operation, the newspaper Faro de Vigo reported. The tax lease was cancelled last 29 June and is retroactive despite the displeasure of the Spanish Government. The EC insists that the repayment of such aid can be required unless it "was contrary to a general principle of Community Law," the item 99 of the investigation points out. In addition, it is clarified that "at this

stage, the Commission does not have proof that a breach of a general principle of the Community Law prevents the Commission from seeking the recovery of a possible illegal aid." However, Ramon Ozores, tax lease specialist, noted that this system was used on airplanes and on trains. "It's not an exclusive naval device," he said. The study conducted by Brussels notes that the system allows shipping companies to acquire vessels in shipyards from Spain for values that are "between 20 per cent and 30 per cent lower than usual." Besides, three scheme items are highlighted: repayment in advance, tonnage scheme and the role of the EIG. Regarding the first item, it is stated that the tax lease allows an accelerated repayment of the vessel in three years and a quarter, and in advance, that is, from the moment the contract is signed. In this regard, Brussels allows the accelerated repayment, but not in advance. In relation to the tonnage scheme, the EC believes that the vessels acquired from the tax lease become second hand when transferred to the shipowner and taxes should be paid on entrance booking as the others. Finally, the EU executive does not agree that the EIG that purchases a boat can have a special scheme for shipping companies in the country when no shipowner forms part of it. On the other hand, the shipbuilding industry from Vigo is attending Neva fair in Russia, where the signing of contracts is sought to ensure their survival. According to Enrique Mallón, a spokesperson for the Association of Metallurgical Industries of Galicia (Asime), "the aim is to enter new markets that will allow the relaunch of this activity," *Diario Atlántico* reported. **Source : PortNews**

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The **BAHIA CASTILLO** seen inbound to Melbourne off Portsea 26-9-2011

Photo : Andrew Mackinnon – [www.aquamanships.com](http://www.aquamanships.com) ©

## Port Klang aims to be among world's top 10

Harbour cruises, hotels and more. These will be some of the moves to push Port Klang to be among the best 10 ports in the world. Port Klang Authority (PKA) chairman Datuk Dr Teh Kim Poo said PKA would improve its service and other aspects pertaining to its growth to eventually be among the top 10 best ports.

He said one way of boosting the world standing of the port, which is currently ranked number 13, was to give it a brand new image that would make it a top tourist destination. "Currently, there is not much activity in the port area. There are several seafood restaurants at the esplanade and that is it. "PKA now intends to have a harbour cruise for revellers.

"Apart from that, we plan to have a floating restaurant in Tanjung Harapan. "With this, we expect more hotels to come up in the area," he added. Dr Teh said pushing the port to be among the world's best would require the cooperation of its business partners. "The Government should help by providing sufficient resources for the roads and development of surrounding townships.

"The Government should not forget the tremendous income received from the port and maritime industry. "Hence, it should plough back for the port's development," Dr Teh said at a luncheon to mark Port Klang's golden jubilee here yesterday. On the high number of accidents on roads leading to Westport and Northport, Dr Teh said these problems had been taken care of. "The Public Works Department has resurfaced the roads which are now better than before.

"We plan to put up police observation towers to monitor road safety," he said. **Source : The Star**



The **STURGEON** seen at the river Rhine near Xanten : **Photo : Joost Roeland (c)**

## **Shipping Corporation of India to acquire 24 new vessels**

The state-run Shipping Corporation of India on Friday said that it would invest Rs 3,700 crore in the ongoing fiscal to acquire 24 new vessels across categories, Worldmaritimenews reports. "Our capital expenditure for 2011-12 is Rs 3,700 crore and this will be used for acquiring 24 vessels," SCI Finance Director B K Mandal told the company's 61st annual general meeting here. The 24 ships will be equally spread across categories like bulk carriers, crude carriers, etc, in which, the company operates, he said. **Source : PortNews**

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## **Port Klang eyes third terminal**

Malaysia's Port Klang is expected to handle about 9.6m teu of container throughput this year and a third terminal may be established in 2012 to handle rising demand. Port Klang, which moved 8.87m teu of container traffic in 2010, handled 4.69m teu of throughput in the first-half of this year, up 8.9% compared to the same period last year.

Teh Kim Poo, chairman of Port Klang Authority, (PKA) said the authority has given approval to build a third terminal to complement the existing two private operators, Northport and Westport. He added that Northport and Westports could only handle demand until 2016. The proposed third port would be located near Westports. Teh also requested for government aid in providing adequate resources to upgrade and revamp roads and Port Klang's surrounding township.

"Providing better connectivity and encouraging more business activity generates a virtuous circle, which leads to higher revenues for both government and the private sector," he said. **Source : Seatrade Asia**

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## JIM ELLIOTT NAMED VICE-PRESIDENT OF SALVAGE OPERATIONS

**Jim Elliott** has joined **T&T Marine Salvage, Inc.**, based in Galveston, Texas. Appointed as Vice-President of Salvage Operations, Elliott will be responsible for managing marine salvage, heavy lift, diving and emergency response operations. Elliott recently completed a highly successful U.S. Coast Guard career spanning over 25-years. His final command position was as Commanding Officer of Marine Safety Unit Galveston where he managed commercial vessel inspections, marine investigations, port safety and security, and marine response operations in the Ports of Galveston, Texas City and Freeport, and on the Gulf Intracoastal Waterway and U.S. Outer Continental Shelf. With over two decades of leadership experience in marine casualty response operations, Mr. Elliott has numerous qualifications in pollution response, diving, and vessel inspections, including the nation's highest Incident Commander certification. As Executive Officer of the Coast Guard's Gulf Strike Team, he earned multiple awards directing national responses to oil and hazardous material spills, marine salvage operations and natural disasters. During the historic responses to Hurricanes Katrina, Rita and Ike and the



**Deepwater Horizon** oil spill, Mr. Elliott served as an Incident Commander and Federal On-Scene Coordinator. Recognized by the U.S. Coast Guard as a subject matter expert in marine environmental response, salvage, incident management and commercial diving operations, Mr. Elliott holds a Bachelor of Science in Environment Management, a Master of Environmental Policy, and a Master of Arts in National Security and Strategic Studies with highest distinction from the U.S. Naval War College. "Jim is a welcome addition to our OPA 90 Salvage and Marine Firefighting program further enhancing our outstanding relationship with the USCG," said T&T Bisso President, **Mauricio Garrido**. T&T Marine has been providing Maritime Emergency Response Services since 1957. A diverse organization, T&T Marine consists of five individual companies as well as an Oil Pollution Act of 1990 Alliance, T&T Bisso, designed to respond to the emergency and salvage needs of the maritime, shipping and offshore energy industries. T&T Bisso controls one of the largest fleets of floating salvage assets and portable salvage equipment in the United States. With over 15 locations in the U.S, Europe and Asia, T&T Marine can immediately respond to maritime emergencies worldwide.

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may reach you irregularly**



James Fisher's tanker **ASPERITY** departing from Fawley for Aberdeen.

Photo : Chris Brooks - [www.ShipFoto.co.uk](http://www.ShipFoto.co.uk) (c)

## Star Bulk Enters Into A Two-Year Time Charter Agreement For Its Second Capesize Newbuilding Star Polaris

**Star Bulk Carriers Corp.** announced that it has entered into a time charter contract with Louis Dreyfus Commodities Suisse SA for its second capesize newbuilding, the **Star Polaris**, for two years, plus a charterer's option for one additional year, at a gross daily rate of \$16,500 for the first two years and \$19,000 for the optional year. The **Star Polaris** is a newbuilding Capesize vessel of approximately 179,600 dwt that is expected to be delivered to this new charterer in November 2011, immediately after its delivery from the shipyard. The new contract is expected to contribute a minimum of \$11.5 million to a maximum of \$20.1 million in gross revenue. **Source: Star Bulk**



The **BRITANNIA SEAWAYS**, with a newly installed crane as can be seen enroute Rotterdam

Photo : Cees de Bijl ©

## Bangladesh to set up LNG terminal

Bangladesh has started work to set up its first floating terminal for importing liquefied natural gas (LNG) with an investment of \$500 million, a senior energy official said on Monday, Reuters reports. "It is due to be completed by the end of 2013, if everything goes well," said Mohammad Hussain Monsur, chairman of the state-run Bangladesh Oil, Gas

and Mineral Corporation, or Petrobangla. "We have already awarded the consultancy services to Australian firm Poten & Partners," he told Reuters.

The terminal will be build up 1.5 kilometres from Moheshkhali island in the Bay of Bengal. Petrobangla signed an agreement with the Australian firm last week to facilitate the implementation the project, Monsur said. Poten & Partners will also help Petrobangla in transmission and marketing of the LNG which the south Asian country is going to import to ease pressure on natural gas. "We focused on LNG use to diversify the energy sources to ease energy crisis," Monsur said.

Natural gas, Bangladesh's principal source of energy, is depleting fast, likely to be fully exhausted by the end of 2015 unless new gas reserves are found, officials said. About 80 percent of the country's manufacturing firms and electricity-producing plants are fueled by natural gas. Bangladesh at present produces around 2.0 billion cubic feet of gas per day (bcfd) leaving a shortage of more than 500 million cubic feet.

Petrobangla floated an international tender last November for a 15-year build-operate-and-transfer contract. "We have already short-listed a number of international firms and the process will be completed soon," Petrobangla's Monsur said. The terminal will have facilities for berthing and mooring of LNG ships with a capacity of 138,000 to 260,000 cubic metres, and for LNG storage and re-gasification, the chairman said.

Petrobangla last year signed a memorandum of understanding to import 4 million tonnes of LNG annually from Qatar Petroleum. **Source : PortNews**

### .... PHOTO OF THE DAY ....



The THSD **SHOREWAY** seen operating off Hoek van Holland  
**Photo : Enrico Versfelt (c)**

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