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The GULMAR DA VINCI seen anchored off Singapore - Photo : Andrew Mackinnon ©

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The Hook of Holland life boat **Janine Parqui** seen maneuvering at the **Stena Transporter** last Tuesday.

Photo: Krister v/d Berg ©

Chinese spacecraft tracker berthed in harbour

A Chinese navy ship used to track spacecraft and missiles has berthed in Auckland after a successful Chinese space mission. **Yuan Wang 6** is docked at the city's downtown ferry terminal next to The Cloud. A Chinese Embassy official confirmed it had been in the Pacific Ocean as part of China's latest space mission. Earlier this month, China recovered an unmanned space shuttle that landed in the country's western desert after orbiting the earth for more than two weeks. The **Shenzhou 8** craft docked twice with another space module over those two weeks. Chinese authorities called the mission a "major breakthrough" for their space programme.

The Washington Post reported that China would carry out two more space docking missions next year, one possibly manned, and planned to complete a manned space station by around 2020. The Yuanwang-class ships, which visit the Pacific several times a year, are People's Liberation Army Navy ships used to track satellites and ballistic missiles.



Specific details are kept secret but the ship is reportedly crewed by up to 470 people, weighs 21,000 tonnes when fully-loaded and stretches to around 200 metres. The ship is not armed but is laden with satellites and scanners, and is crewed by scientists. According to the Sino Defence website, the ship was launched in

2008 and is capable of tracking space launch vehicles, satellites, and spacecraft.

The **Yuanwang 6** has a large mission control hall occupying two decks and is equipped with a range of weather forecasting equipments including a weather radar, weather balloon and meteorological satellite image receiving terminal, the website says. The **Yuan Wang 6** was also used during the third human spaceflight mission in 2007 to track the mission from sea, even visiting Auckland to replenish supplies. According to the Global Security website the Yang Wan ships are assigned to the western and southern Pacific Ocean, Indian Ocean west of Australia, and southern Atlantic Ocean to track and control the Shenzhou spacecraft. **Source : Auckland Now**

Seafrance doesn't sail but is the SCOP plan beginning to float



The **SEAFRANCE BERLOIZ** – Photo : Reinier Kadijk ©

The four SeaFrance ferries are still in port. They have not changed since November 15 last day before the hearing of the Commercial Court of Paris ordered the liquidation of the company, but gave also gave a stay of two months to find solutions recovery. Despite this decision, court administrators, who now manage SeaFrance, did not allow the ships to put to sea, fearing overflow from some employees. So it's more than a week that the SeaFrance Molière, Rodin and Berlioz are in Calais. The lessor **SeaFrance Nord-Pas-de-Calais** to Dover with 15 men aboard and a situation that is deteriorating day by day since the ship is not refueled.

The union CFDT quickly before the Tribunal de Grande Instance of Paris in chambers to ask the latter to order the resumption of rotations of ships. The court, in a ruling Tuesday night, did not grant the request but asked for the appointment of a mediator. The latter, who should be appointed within 48 hours, will review the situation and whether the conditions for recovery are met. Only after this approval, which we do not know the conditions of time, that traffic can resume. A situation that frustrates trade unions and employees concerned, ultimately, an impediment to recovery of the company.

In parallel, union CFDT promoters from SCOP continue their search for funds. After being received last Saturday by Thierry Mariani, the Minister of Transport, they received promises of funding from various local authorities. The Nord-Pas-de-Calais, the urban community of Calais, the General Council of Pas-de-Calais, the town of Grande-Synthe have decided to put their hands in their pockets to help finance the SCOP. These early contributions should provide a little more than 12 million euros to SCOP, who was missing 25 million euros to balance its budget. Managers should review the Minister of Transport on Friday to take stock with the SNCF and local communities. **Source: Mer et Marine**



NSRI rescue launch "**Spirit of Vodacom**" seen off Green Point – **Source : Glenn Kasner ©**



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Tired tug boat crewman aided by Harwich lifeboat

A TIRED tug boat crewman who had been at the wheel for 14 hours was assisted by the Harwich lifeboat last Friday.



The tug **DOCKMAN** seen departing from Stellendam last week bound for the UK

Photo : Jacco van Nieuwenhuyzen ©

Thames Coastguard received a call at 3.36am from the **Dockman** reporting that all of the four crew were fatigued and seasick because of adverse conditions. To add to their woes the engine on the tug, which was pulling a 50m tow 15 miles out at sea, had failed and the boat was drifting towards a Felixstowe windfarm.



The tug **DOCKMAN** of Thames Towage - Photo : Jacco van Nieuwenhuyzen ©

Only one of the crew was left able to work, and had been navigating the boat for 14 hours. The Harwich lifeboat team stood-by while the tug got its engine restarted, and then escorted it to safe waters. The tug was then able to carry on its journey later in the morning. Source : Clacton Gazette



Saturday 25 November 2011, Sinterklaas visited the Boskalis head office in Papendrecht the Netherlands, over 350 children were welcoming Sinterklaas with his entourage of "Zwarte Pieten". **Photo : Christien Rens ©**

Migrants rescued from stranded trawler

Greece's coast guard rescued 92 people, believed to be illegal immigrants, on Friday from a disabled trawler in rough seas off southern Greece, authorities said. The coast guard said the trawler was believed to be heading from the Egyptian port of Alexandria to Italy and suffered engine failure in near-gale conditions. It was located 30 miles (50 kilometers) from the island of Kythera, after patrol boats, passing merchant ships, a rescue helicopter and a military transport aircraft were involved in the rescue operation. The suspected illegal immigrants were safely transported to a nearby U.S.-flagged research vessel, the **Atlantis**, the coast guard said. The **Atlantis** was instructed to sail to the southern Greek port of Kalamata.

Debt-crippled Greece is a main gateway for illegal immigration into the European Union. Tens of thousands of people, mostly from Asia and Africa, are arrested on the country's borders every year. Over the past two months, 10 men drowned or froze to death trying to cross the northeastern border with Turkey. **Source : NECN**



The **MAERSK KATARINA** seen outbound from Amsterdam – **Photo : Joop Marechal ©**



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In Rotterdam a new bridge over the [Rijnhaven](#) seen under construction to connect [Hotel New York](#) with Katendrecht - [Photo : Rik van Marle](#) ©

10 Lankan fishermen arrested

Ten Sri Lankan fishermen, arrested on charges of violating sea perimeters by Coast Guard officials, were on Thursday handed over to the Kasimedu fishing harbor police. The fishermen in two boats carrying 600 kg of fish had been nabbed during surveillance along the eastern seaboard by coast guard ship Sarang on November 22. "The boats were spotted 126 nautical miles off Nagayalanka near Machilipatnam in Andhra Pradesh. Initially we warned them and asked to go back. But later, we found they had been in Indian waters for more than a week," a senior coast guard officer told TOI.

Coast Guard officials said the boats, Praboth-2 and Mayomi from Matara in Sri Lanka, along with the 10 fishermen were apprehended for violating Sections 3/10 (prohibition of fishing in maritime zones of India by foreign vessels), 7/14 (foreign vessels entering with out license or permit) and 15 (a & c) (penalty for obstruction of authorized officers) of the Indian Maritime Zones Act of 1981. "All of them are Sinhalese and they had equipped the boats with GPS, radar

and long range high frequency communication equipment posing high security risk for the coast," said Commandant S V Srikanth, regional public relation officer, Coast Guard. **Source : Indiatimes**

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Seafrance scrappers illegally exported?

Environment organisations have today called on the French government to repatriate two retired SeaFrance ferries which they claim were illegally exported to India for demolition. Brussels-based NGO Shipbreaking Platform and France's Robin des Bois said the former **SeaFrance Cezanne** (renamed **Western Light**) and the former **SeaFrance Renoir** (renamed **Eastern Light**) were exported from Dunkirk on 7 October and 20 September respectively, without having been fully decontaminated.



Above seen the 1980 built BLZ flag ferry **WESTERN LIGHT** formerly **SEAFRANCE CEZANNE** off Grand Harbour, Malta on Friday 21st October, 2011 **Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©**

In a letter to the French environment minister, Nathalie Kosciusko-Morizet and European Union environment commissioner, Janez Potocnik, the groups said the French Government has failed to respect the Basel Convention on the movement and disposal of hazardous waste. The letter calls on French authorities to urgently contact their Indian counterparts and prevent the demolitions proceeding. The NGOs argued the two ro-ros were effectively owned by the French state via SeaFrance's owner, SNCF, and ferries should be taken an OECD member country for demolition. The environment groups said there was a precedent for repatriating ships destined for demolition, as five years ago the French authorities brought French aircraft carrier **Clemenceau** back from India. **Source: Fairplay**

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The **MOUNT EVEREST** seen enroute Amsterdam – Photo : Simon Wolf ©

CASUALTY REPORTING

An advertisement for MULTRASHIP TOWAGE & SALVAGE. The logo features a stylized yellow and blue 'M' followed by the text 'MULTRASHIP' in large blue letters, with 'TOWAGE & SALVAGE' in smaller blue letters below it. To the right is a photograph of a large container ship being towed by a tugboat. Below the logo, the website 'www.multraship.com' and the phone number '+31 (0) 115 645 000' are listed. A blue curved graphic element is at the bottom.

Six missing, two rescued as ship sinks off north Wales



Above seen a file photo which shows **SWANLAND** berthed in Leith, Scotland. Photo : Ian Forsyth ©

Six seamen are missing after a cargo vessel sank off the north Wales coast in gale force weather but two crew have been rescued. The crew of the 81-metre (265 ft) carrier, the **Swanland** (ex **Eisborg 96**, **Artemis 94**, **Eisborg 88**, **Carebeka IX 83**) raised the alarm at about 02:00 GMT. They reported the hull was thought to have cracked in bad weather and the ship was taking on water. The carrier, with 3,000 tonnes of limestone onboard, disappeared 30 miles north-west off the Llyn peninsula. Two RNLI lifeboats, with four search and rescue helicopters and two commercial boats, are searching for the remaining six crew.

Holyhead coastguard, who are co-ordinating the rescue, said they were very concerned for the missing men. Jim Green, from the station, said: "We are very concerned for the safety of the other six crew members." "We know that at least some of them are wearing immersion suits and have strobe lighting with them, however sea conditions are challenging at best," he added. Jo Groenenberg, also from Holyhead coastguard, said weather and sea conditions are difficult, with gale force eight winds. She said the sea temperature at this time of year would be about 14 to 15 Celsius. "And, of course, the rescuers have been searching since two o'clock, it's been very dark overnight, so that's made it more difficult as well." The coastguard sent out a mayday relay and several vessels responded and went to the scene to assist. When the vessels arrived, they found two life-rafts and some floating debris. One helicopter from RAF Valley on Anglesey and another from Dublin Coastguard arrived at the scene, as well as RNLI lifeboats from Pwllheli and Porthdinllaen. Two people who were clinging to life rafts were rescued and airlifted to RAF Valley on Anglesey. The search is continuing for the remaining six crew members. There are currently four helicopters taking part in the search for the missing crew members - two from RAF Valley, one from RAF Chivenor and one from Ireland.



Another file photo of the **SWANLAND** seen enroute Rotterdam where she was regular visitor in then port

Photo : Jan van der Klooster ©

Porthdinllaen RNLI spokesman Dylan Thomas said its volunteer lifeboat crew had found two empty inflatable life rafts and a lot of debris when they arrived at the scene early on Sunday. "The conditions now it's daylight are better. It's better visibility and the sea state is slightly calmer. The wind's gone down a bit," he said.

He added: "Some strobe lights have been found by the rescue helicopter and an emergency position beacon has been located. "There is numerous bits of debris over a large area." In August 2010, the **Swanland's** engines failed and it came close to grounding on rocks off the Lizard peninsula in Cornwall. The vessel was built in the Netherlands at the **Scheepswerf Friesland BV** Lemmer (The Netherlands), under yard number 360 and is owned by a company, Torbulk, in Grimsby. Managers, who have met at the office to discuss the incident, told the BBC they will not be making any comment until later on Sunday. RAF Valley is where Prince William is based as a search-and-rescue pilot but it is not clear if he was on duty this weekend. **Source : BBC**

Twée zwaargewonden na aanvaring

Zaterdagmiddag werd KNRM reddingstation Dordrecht gealarmeerd voor een ongeval op de Nieuwe Maas bij Ridderkerk. Twée opvarenden van een speedboot zijn daarbij zwaargewond geraakt na een aanvaring met een binnenvaartschip. Een speedboot is met hoge snelheid in aanvaring gekomen met een tanker. De speedboot raakte daarbij dusdanig beschadigd dat deze zonk. Een derde persoon raakte ook gewond en kon ter plaatse worden geholpen. De drie opvarenden zijn aan boord genomen van de andere speedboot waarmee samen gevaren werd door de slachtoffers. De bemanning van de reddingboot **DRB – 49** heeft geassisteerd met EHBO, het afmeren van de speedboot en het aan wal brengen van de slachtoffers. Op de wal konden de slachtoffers direct overgedragen worden

aan de gereedstaande ambulances. Na de overdracht van de slachtoffers ging de [DRB – 49](#) weer retour naar KNRM reddingstation Dordrecht – Noord.

NAVY NEWS

DESI 2011 Concludes, Chilean Submarine Departs San Diego

The Chilean Submarine [CS Carrera \(SS 22\)](#) departed for Chile from Naval Base Point Loma in San Diego, Nov. 23, after taking part in the Diesel Electric Submarine Initiative (DESI) with Commander, U.S. 3rd Fleet.



DESI 2011, a three-month partnership, allows the U.S. and partnering navies to work together to train and test underwater warfare capabilities through engagement tactics, weapon systems tests and close encounter operations. This training helps the American and Chilean navies to train their crews and test capabilities while helping foster bilateral cooperation and further improve joint interoperability.

"This year we are improving this program with a new class of submarine that the Chilean Navy has, the Scorpene-class," said Chilean Lt. German Espinoza, the liaison officer for Carrera. "We've been doing a lot of exercises that were once done with the older, 209-class submarines. Now that we have the Scorpene-class, we've been able to conduct exercises with helicopters, submarines, and strike-force units."

Scorpene-class submarines are noted for their ability to transit quietly at low speeds, run on diesels at periscope depth, and the capability to operate exclusively on battery power for extended periods of time. "In this year's DESI, we were able to participate in several important exercises including CHILEMAR, a submarine rescue operation where the Carrera intentionally bottomed and a team from the U.S. Navy's Deep Submergence Unit conducted a simulated submarine rescue," said Lt. Cmdr. Daniel Hogan, operations officer for Commander, Submarine Squadron 11.

The situation simulated a submarine that was disabled and seeking assistance. Deep Submergence Unit and Carrera showcased the two nations' ability to mate submarines and rescue vehicles successfully and safely rescue the distressed submarine's crew. "We get the best of both worlds in this case," said Hogan. "We have our own goals with our submarines and we have shared goals. We learn from them and they learn from us. It strengthens our relationship."

"This partnership is very important for us," said Espinoza. "We are improving our relationship between countries, institutions, and especially crews. Now that we are here, we can understand the conditions in this area and improve relations for future operations." The DESI program increases partnerships and encourages cooperation between partner nations, furthering the core capabilities of the maritime strategy. Other participating DESI partners include Colombia, Brazil, and Peru. **Source :** [DEFPRO / Commander, U.S. 3rd Fleet Public Affairs / NNS](#)

What are the real reasons behind Brazil's interest in a nuclear powered submarine?

The idea of a rogue nation using peaceful nuclear technology for armaments has been explored extensively by both Hollywood and the United Nations. But the idea of acquiring nuclear power—under the pretext of military use—with the real intention of commercial development appears to be an original idea of the Brazil government.

A deal was struck two years ago with the French to build five submarines for Brazil, one of them powered by a nuclear reactor, and all stationed at the Sepetiba sub base in Rio. Authorities in Brasilia have given a wide variety of reasons, over three decades, for wanting to pursue nuclear boat technology, most recently citing protection of the country's valuable oil fields and energy platforms. None has seemed very convincing and now, with work under way and centrifuges soon spinning, a new explanation has taken shape that has more to do with economic competition than undersea warfare.

First, why you don't need a nuclear sub to protect coastline: US experts have thrown cold water on the idea that a nuke is even right for the job.

"Current thinking on coastal defence of undersea infrastructure," said a prominent academic at the US Naval War College, "is being focused on unmanned systems and capabilities that offer persistent surveillance. Nuclear submarines or submarines propelled by more conventional means represent an expensive solution that would require several ships to provide persistent protection." US companies are presently developing underwater drone technology, in principle not unlike the airborne drones that are increasingly important in surface warfare. "In coastal defence," said the US expert, who did not wish to be identified, "surveillance systems ashore and in sufficient quantities at sea would provide a more efficient capability."

Nuclear subs are built, instead, to "project power"—or at least that is how the U.S., Britain and other members of the nuclear-capable club use them. Brazil is now the only BRIC country without nuclear submarines (two years ago India launched one, and has since rented another from Russia) and also the only one without nuclear weapons, Brazil being a belated and some would say reluctant signatory of non-proliferation treaties.

At present, French engineers in Rio de Janeiro are reportedly working on an 11 megawatt reactor as a prototype of what will be used in the ship, to be completed by 2021. A former senior CIA executive, himself ex-Navy—when told of the Brazilian efforts—said that the real reason was probably much more likely prestige than protecting oil fields. That may depend on how "prestige" is defined. In any case, the idea of a nuclear submarine patrolling among the drilling platforms off Rio, in the "pre-salt" regions or even at a chokepoint like the mouth of the Amazon, is probably erroneous.

So what are the Brazilians up to? A clue comes from a US academic.

Wendy Hunter, a University of Texas researcher who writes about the Brazilian military, recalled attending a Navy presentation to the Brazilian Chamber of Deputies in the early 1990s, when the subject of nuclear propulsion was discussed, in which the naval officer testifying said that the acquisition of a nuclear sub (presumably the engineering and logistics) might be more important for Brazil than actually owning one.

This view gained further credence two years ago when the Brazilian government issued a "clarification" of the reasons for pursuing the contract with France. Of the five submarines to be built with French assistance, each in turn will have a greater Brazilian contribution, ending with the fifth vessel, which will be nuclear-powered. "On the contract with France," the Brazilians declared, "the national content index reaches 20%, representing the production in Brazil of more than 36,000 items for the submarine, including complex systems, in addition to the transfer of technology to domestic companies. There are already more than thirty approved Brazilian companies, and several others are in the process of qualification." In the final portion of the Brazilian declaration, the possibility of yet another technological transfer, giving nuclear propulsion to Brazil's civilian fleet, is only hinted at, but seems clear.

"The project will also allow the transfer of vital dual-use technologies which will further increase the competitiveness of Brazilian industry," the statement read, "which is integrated more and more into the national strategy of development." Russia, Britain, the U.S. and Germany have all tried nuclear propulsion in non-military shipping, with limited success. Recently, China's Cosco shipping line has proposed using nuclear propulsion in its vessels. One of the likely routes, according to the industry-supported World Nuclear Association, is South America to Asia.

Which doesn't mean Brazil doesn't have defence needs. A recent paper by Oxford's Centre for Brazilian Studies says that despite a longstanding rivalry with Argentina, Brasilia's military leaders were genuinely shocked by the ease with which Argentina was defeated in the Falklands War. The lesson which the Brazilians apparently took away from the war was the importance of submarines, as evidenced by the British torpedoing of the Argentine warship General Belgrano, and the Argentine's costly use of submarines, as a feint, before launching devastating air attacks against British warships.

Nuclear reactor-powered subs are able to go as long as ten years without re-fuelling, and can stay underwater for weeks or months at a time. While naval experts may describe submarines generally as a "poor man's weapon," providing "a lot of bang for the buck," that may not be the case with the nuclear variety. They are expensive and also complicated to run. In the 1960s the US lost two nuclear subs in five years, the [USS Thresher](#) and [USS Scorpion](#),

with their entire crews, in underwater explosions that have never been completely explained. The Russians have also experienced a series of mishaps culminating with the loss eleven years ago of the Kursk and her crew of 118.

An article in Der Spiegel earlier this year described the Brazilian effort to build a nuclear sub as a Trojan horse of a different kind—a cover for the real effort to build a nuclear bomb. But José Augusto Guilhon Albuquerque, former director of the University of São Paulo Research Centre for International Relations, who has followed Brazilian nuclear ambitions through the years, says Brasília has made clear time and time again that the South Atlantic should be a Bomb-free zone.

Speaking of any idea of development of a Brazilian nuclear weapon, he said, "It's unconstitutional, it wouldn't pass in the Congress, it could be stopped at the Supreme Court, and would be rejected by public opinion. But a reactor is, apparently, something different all together. **Source : Mercopress**

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Pakistan Naval Ship SAIF on a Good Will Visit to Srilanka

Pakistan Navy Ship SAIF is on her Goodwill visit to Sri Lanka from 26 – 29 Nov, as both Pakistan and Sri Lanka enjoy warm diplomatic and strong military ties. As part of goodwill, Pakistan Navy ships frequently pay port visits to Sri Lanka. These visits further strengthen the existing strong relationship between Sri Lanka and Pakistan. Such interactions also demonstrate both navies resolve to contribute towards achieving a more secure and conducive maritime environment which is essential for the regional peace, prosperity and harmony.

Pakistan Navy Ship **SAIF** is the third ship of SWORD class F22P Frigates, which has been built in China and commissioned on 15 Sep 2010. **SAIF**, being the front line ship of Pakistan Navy, is equipped with state-of-the-art weapons, sensors and machinery, making it capable of undertaking all kinds of maritime operations at sea during war and peace.

In pursuit of promoting bilateral relations Pakistan Navy provides a number of training courses for Sri Lankan Navy personnel. In order to further enhance the potential for sharing of military knowledge and expertise, particularly in the face of emerging terrorist threat, both the countries share their experience. To enhance the interoperability, Pakistan Navy Ship SAIF will conduct a Passage Exercise with the Sri Lankan Navy, upon conclusion of the port visit. Pakistan Navy Ship SAIF will also be visiting Malaysia and Maldives after conclusion of its visit in Srilanka as a part of its visit to the other friendly regional Countries. Sri Lanka is an important regional country and Pakistan Navy regards cooperation with SLN (Sri Lankan Navy) as of paramount importance. Since independence, Sri Lanka and Pakistan have consistently maintained close, cordial and mutually supportive relations especially in the field of defense. Both nations have assisted each other during testing times in their history. Pakistan and Sri Lanka have comprehensive and mutually beneficial training collaboration for Army, Navy and Air Force. Over a period of time, a strong bond of commitment and mutual understanding has been reached between both the friendly armed forces. In future too, both the brotherly countries are expected to work more closely in the field of defence to boost peace efforts in the region. Pakistan and Sri Lanka being located in the South Asian region and being members of various regional and international bodies like UN, commonwealth, NAM and SAARC are mutually important for each others. The relationship between Pakistan and Srilanka is based on mutual trust and commonality of interest in maintaining regional peace, security and stability. Pakistan has always supported the unity, territorial integrity and sovereignty of Sri Lanka. Both

countries have shared common perceptions on almost all regional and international issue and are working together on all these forums for shared values and interests. **Source : sananews**

Climate change research brings Brazilian Navy ship to Cape Town

The Brazilian Navy hydrographic and oceanographic research ship **Cruzeiro do Sul** (in English, Southern Cross) has docked in Cape Town to conclude the first leg of a two-month mission to gather scientific data across the breadth of the South Atlantic Ocean, from Brazil to South Africa and back. The research is intended to increase understanding of the influence of the oceans on climate change. In general terms, the aim is to get a better understanding of the role of the oceans in absorbing carbon dioxide from the atmosphere.



Photo : Aad Noorland ©

More precisely, the intent is to undertake studies on the circulation of thermohaline flux carbon dioxide between the ocean and the atmosphere, as well as on chemicals in the seawater. The mission is also carrying out remote sensing and seeks to show the importance of phytoplankton, the level of carbon, the absorption of inorganic carbon and the density of biota, in the South Atlantic, in addition to doing oceanographic research.

To this end, the ship has gathered data on temperature, salinity, pressure, biota, carbon dioxide concentrations at the air-sea interface, dissolved oxygen in the sea, dissolved nutrients in the sea, phytoplankton primary production, chemosynthetic bacteria and the pH balance of the ocean. Samples of seawater have been collected from various depths. The ship gathered this data at 81 locations on its voyage from Brazil to South Africa and will collect more data at 20 points on its return voyage. The mission is being jointly funded by the Brazilian Navy, as well as Brazil's Ministry of Science, Technology and Innovation and its National Council for Scientific and Technological Development. The ship is carrying 16 civilian researchers, from the Institute of Oceanography of the Federal University of Rio Grande, the Centre for Marine Biology of the University of São Paulo, the Federal University of Rio de Janeiro, the State University of Rio de Janeiro, and the Federal University of Santa Catarina. The **Cruzeiro do Sul** left Rio Grande in southern Brazil on October 22, is scheduled to depart from Cape Town on December 2 and to dock in Rio de Janeiro around December 22. **Source : Creamer Media's Engineering News**

Navy to christen submarine Mississippi in Conn.

The Navy is counting down to the christening of the submarine **Mississippi** at a shipyard in Groton. Officials including Secretary of the Navy Ray Mabus are expected to attend the ceremony on Dec. 3 at General Dynamics Electric Boat.

Construction on the Virginia-class attack submarine began in February 2007. It's expected to be commissioned at a ceremony next June in Gulfport, Miss. The sub is the fifth Navy vessel to carry the name **Mississippi**.

Electric Boat and Newport News Shipbuilding in Virginia take turns delivering the **Virginia-class** subs, which cost about \$2.6 billion each. They have capabilities that allow them to perform better in shallow water than other subs and were designed to help provide better support for special forces, an increasingly important aspect of naval strategy.

Source : **NavyTimes**



The Dutch Coast Guard Cutter **VISAREND** seen moored in IJmuiden

Photo : **Peter Herweijer** – www.fotoserviceijmond.nl ©

Canadian Defence Minister announces continued naval presence in the Mediterranean Sea

The Honourable Peter MacKay, Minister of National Defence, announced that Royal Canadian Navy ships will maintain a presence in the Mediterranean Sea until the end of 2012 in order to join **Operation Active Endeavour**, the NATO counter-terrorism effort in the region. Her Majesty's Canadian Ship (HMCS) **Vancouver**, originally deployed as part of Operation Unified Protector, will remain in the Mediterranean until early 2012, when she will be relieved by **HMCS Charlottetown**. **HMCS Vancouver** and her **CH-124 Sea King Helicopter** detachment have been in the Mediterranean Sea since August, when she joined the NATO fleet off Libya as part of Operation Unified Protector.

"I commend the crew and leadership of **HMCS Vancouver** for their hard work and contribution to Operation Unified Protector. Canada will now project its leadership role in NATO by contributing to anti-terrorism," said Minister MacKay. "I'm proud of what our forces have accomplished in the area, and I have confidence our continued presence in the Mediterranean will help detect and deter terrorist activities." **HMCS Vancouver's** tasks while on Operation Active Endeavour include locating, tracking, reporting and boarding vessels of interest suspected of involvement in terrorism. Although their mandate is limited to detection and deterrence of activities related to terrorism, the NATO fleet deployed on Operation Active Endeavour has contributed to enhanced security and stability in the Mediterranean Sea.

"I'm proud of the service and accomplishments of the crew of **HMCS Vancouver** during Operation Unified Protector. Their transition to another NATO duty, and continued presence in the Mediterranean makes great sense," said General Walt Natynczyk, the Chief of the Defence Staff. "Canadian security begins abroad. Our frigate will contribute to an important ongoing international operation and will further support Canadian interests overseas. We will continue to work alongside our NATO allies to build upon our successes and to bring stability to the region."

HMCS Vancouver departed her home port of Esquimalt, B.C., on July 10, 2011, bound for the Mediterranean Sea to relieve **HMCS Charlottetown**. For more than two months, **HMCS Vancouver** patrolled the in-shore waters off the embattled Libyan ports of Misrata, Tripoli, Tobruk, and Sirte as part of Combined Task Group 455.01. That tasking ended on October 31, 2011, with the successful conclusion of Operation Unified Protector. **HMCS Charlottetown** will sail from her home port of Halifax in January 2012. Source : **Defpro**

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The hull (in the back) and superstructure of the new RT80-32 FiFi tug **RT AMBITION** (IMO 9559250) seen under construction at the **ASL yard** in Singapore – **Photo : Piet Sinke ©**

Central China to invest US\$1.29 billion in shipping construction

Central China's Yichang city in Hubei province plans to invest CNY8.2 billion (US\$1.29 billion) in port and shipping construction in next four years to shape itself as a shipping hub city based at the Three Gorges, reports Xinhua. The construction programmes include building 21 ports along the Yangtze River like cross-dam interchange port, industrial output port, tourism port, gateway port for the west, and revamping 45 kilometres of shipping lane. The city's channel of standard level will reach over 600 kilometres by 2015 with a port throughput over 100 million tonnes. The city will also build six expressways surrounding the Three Gorges to support the shipping network. **Source: shippinggazette**



Last Saturday at the **De Hoop shipyard** in Foxhol the **CABALLO GENITOR** was launched as can be seen above,
Photo : Kees de Vries ©

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Iceland's Eimskip posts 7.6 percent profit gain

Eimskip increased third quarter operating profit 7.6 percent year-over-year to \$14.85 million, as the Icelandic container shipping and refrigerated logistics company carried 11 percent more cargo, the Journal of Commerce reports. This lifted profit in the first nine months by 15 percent to \$46.6 million from \$40.5 million in the same period in 2010. The third quarter financial performance and increased traffic volumes "in rather difficult times" exceeded expectations, said Eimskip CEO Gylfi Sigfusson.

"That said, it's clear that this environment is still quite demanding, so it's vital to keep close tabs on any outside factors that may impact the company's performance." Eimskip boosted its liner network in recent months by adding ships on the North Atlantic to attract more business from North America and northern Scandinavia. The company ordered two 875 20-foot equivalent units containerships worth \$50 million from China, which will be delivered in the first half of 2013. Eimskip, which has a fleet of 19 ships and 1,250 employees in 16 countries, underwent a \$2.2 billion restructuring in 2009 after it was snared in the collapse of the Icelandic economy. **Source : PortNews**



Above seen the **FAIRMOUNT EXPEDITION** seen from Heerema's sscv **THIALF** November 19th, in the background is Harm's **TAURUS** and the **CARLO MAGNO** towing the **Heerema H-541** loaded with the topside for the **Castor Cobra** project (gasstorage) offshore San Carlos de La Rapita in Spain. **Photo : Mitchel van den Heuvel ©**

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The **ARTEMIS LEADER** seen passing the Jong Fairway in Singapore enroute the Pasir Panjang Terminal last Friday
Photo : Piet Simke ©

FIRST FREIGHT PASSENGERS SET SAIL ONBOARD STENA LINE'S NEW SUPERFAST FERRIES

EX CAIRNRYAN

Anthony Hill from Dorset was the first freight driver to check-in onboard Stena Line's new **Superfast VIII** which set sail on its maiden voyage from Stena Line's new Loch Ryan Port in Cairnryan. Stena Line's Cabin Assistant Neil Murphy presented Anthony with a bottle of champagne and a free crossing to celebrate the launch.

The new state-of-the-art port at Loch Ryan Port and two new identical sister ships Superfast VII and VIII commenced service on Monday 21st November following a £200m investment programme by Stena Line. The vessels will each have a range of excellent onboard facilities including restaurants, bars, shops and a Pure Nordic Spa which will include a Jacuzzi and sauna for use by Stena Plus customers. There will be 10 scheduled sailings per day between Scotland and Northern Ireland increasing to 12 from December 5.

EX BELFAST

Donal McCole was the first freight passenger to check-in onboard Stena Line's new **Superfast VII** which set sail on its maiden voyage from Belfast to Stena Line's new Loch Ryan Port in Cairnryan. Richard O'Laughlin from Stena Line presented Donal with a bottle of champagne and a free crossing to celebrate the launch.

The new state-of-the-art port at Loch Ryan Port and two new identical sister ships **Superfast VII** and **VIII** commenced service on Monday 21st November following a £200m investment programme by Stena Line. The vessels will each have a range of excellent onboard facilities including restaurants, bars, shops and a Pure Nordic Spa which will include a Jacuzzi and sauna for use by Stena Plus customers. There will be 10 scheduled sailings per day between Northern Ireland and Scotland increasing to 12 from December 5.



One of the 2 tugs owned by Peterhead port authority **FLYING SCUD** built in 1981 used for towage around Peterhead

Photo : Brian Climie ©

Tuticorin-Colombo ferry hits a snag

The passenger ferry service between Tuticorin and Colombo in Sri Lanka, which was launched amidst much fanfare, has been stalled suddenly with the vessel, which left for the island capital on November 18 not having returned since. However, an operator of the luxury liner has said that the services have been stopped only for this week due to technical reasons. He also said that the services between Tuticorin and Colombo will resume from next week. **Scotia Prince**, the vessel with luxury facilities like casinos, restaurants and even duty-free facilities was launched from the VOC Port in Tuticorin by Union minister for shipping G K Vasan on June 13, this year. The bi-weekly service has been

stopped abruptly without prior announcement, after having sailed for about five months. This luxury liner was the first to be launched in this region. Even on the first day, it was mainly the port trust staff and their families who went on the maiden voyage. Though it has a capacity of 1044, port trust sources say that it has not carried more than 350 passengers even on certain peak days. Even the drive-in facility to take one's vehicle was introduced in this ferry



service in July. However, the numbers dwindled to about 150 passengers two weeks ago.

Initially, it was patronized by traders who took bulk cargo like saris and other goods for sale in Sri Lanka. These traders took with

them workers, most of them migrants from other states to carry additional cargo, which is permitted multi-fold at a cheaper price when compared to airlines.

Meanwhile, when contacted, a port trust official said that the shipping services had not been stopped. "We came to know that there is some technical snag in the vessel and it is expected by Friday," he said. R Ashok Raj, a businessman from Tuticorin who made the trip one-and-a-half month ago said that it was not one of the most convenient modes of travel for a businessman like him.

"For instance, we checked in at 3pm at the VOC Port and were able to come out of the Colombo port only at 11am the next day, making it a very long and tiring journey. The customs' service was also not up to the mark," he said.

"The airfare from Chennai to Colombo is much cheaper and faster and nobody wants to waste time on travel these days," he said adding that the ship though was very comfortable. T Sethuraman another trader said that the ship is definitely meant for trade and business or fast travelling. "Crossing the Palk Strait is indeed an experience for holiday travelling and I don't think much has been done for promoting it as a tourist attraction as it should be," he said.

However, A Arun of E-Way Air Travels in Tuticorin told TOI that he learnt through some sources that the services had been stopped. "To the best of my knowledge there was very poor patronage and the liner had not carried even half its capacity during the last five months," he said. Another travel agency in West Car Street in Tuticorin which has been booking the tickets for the ferry says that they had to cancel the tickets booked for next month and added that the passengers will be refunded. "We think the service is cancelled for this entire month and more," said a worker.

Meanwhile, the online booking site www.flemingoliners.com displays the message "Coming Soon" flashing on its screen when an attempt is made to book a ticket. This service was expected to have a good patronage from Sri Lankan refugees who want to go home as the problems have ceased in the island nation. With passengers allowed to carry a luggage capacity of 150kg per person, it would have helped them go back with everything. But, even patronage from these people was very limited, according to port trust sources. **Source : [timesofindia.indiatimes](http://timesofindia.indiatimes.com)**

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MARITIME ARTIST CORNER



One of the most beautiful paintings made by **FRANS ROMEIJNSEN** is seen above, the KNSM vessels **PERICLES** and **ORANJESTAD** seen in Amsterdam.
www.galeriemarkant.nl

OLDIE – FROM THE SHOEBOX



The Smit International tug **SCHELDE** seen moored during 1972 in Willemstad (Curacao)
Photo : Jaap Bootsma ©

.... PHOTO OF THE DAY



Tug Malta's new 75-ton bollard pull harbour and escort tug was launched by the President's wife on Saturday 26th November, 2011. Christened **ST. ELMO** by **Margaret Abela**, the vessel was launched at the Valletta Waterfront, in the presence of President George Abela and several maritime sector officials. Archbishop **Paul Cremona** blessed the tug. The vessel is fully equipped with fire-fighting equipment, towing winches and a deck crane for normal tow operations and emergencies as well as to provide assistance in life saving, equipment rescuing and environmental protection situations both within and outside the territorial waters of Malta. Tug Malta Ltd's investment outlay of €8 million in St Elmo now brings the fleet to a total of eight tugs.

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