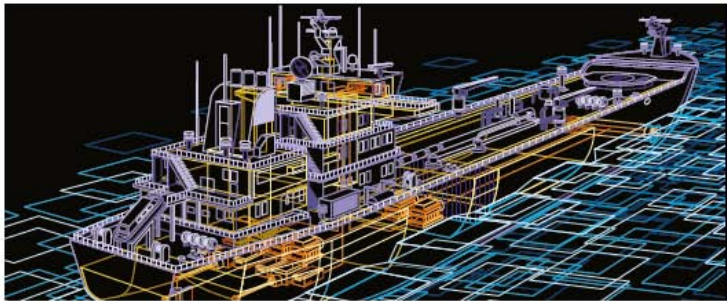




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KOTUG's SD SPARTA in Schiedam – Photo : Jan Simons ©

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The **NEW CENTURY** anchored off Fujairah – Photo : Clemens Smits ©

China helps build world-beater Hull segments for huge container ship built in Shandong and taken by barge to South Korea

By : Keith Wallis



The **Maersk Mc-Kinney Moller**, the world's biggest container ship, is capable of carrying 111 million pairs of sports shoes. Photo : Keith Wallis

Chinese shipbuilding experience is playing a key role in the construction of the world's biggest container ships, the first of which, the **Maersk Mc-Kinney Moller**, is due to start sea trials on May 27.

Twenty of the ships, which can each carry 18,270 20-foot containers and at 399.25 metres long are nearly the length of four soccer pitches, are being built for Maersk Line by South Korea's **Daewoo Shipbuilding & Marine Engineering**. Maersk awarded **Daewoo** two contracts

in 2011 totalling US\$3.8 billion for the Triple-E ships, named for their economies of scale, energy efficiency and environmental improvements.

Peter Bertelsen, lead hull superintendent at [Maersk Maritime Technology](#), said a lack of capacity at [Daewoo](#) and its South Korea subcontractors meant 40 per cent of the steel used in each ship is fabricated into massive hull sections in China.

These sections are built by [DSME Shandong](#) at Yantai in Shandong and brought to Daewoo's shipyard at Okpo by barge, a voyage that takes around seven days, according to Lee Sang-boo, ship construction manager. Maersk has two staff working at Yantai to ensure the hull segments, which are 59 metres wide and form the middle section of the ship, are built properly.



View from the wheelhouse towards the stern – [Photo : Keith Wallis ©](#)

Soren Arnberg, site office manager for Maersk Maritime Technology, said construction of the ships is on programme, but the biggest challenge remains for Daewoo to understand the building schedule.

A visit to the bridge of the Maersk Mc-Kinney Moller earlier this week showed navigation and other equipment in plastic wrapping as shipyard workers installed wiring, while work continued in the cargo holds. Maersk consultant Ken Park said "Korean efficiency" would ensure the ship was completed in time.



The 2nd unit is named the [MARIE MAERSK](#) above seen fitting out in the drydock - [Photo : Keith Wallis ©](#)

The ship will be christened and delivered next month, when it will be deployed on one of Maersk's 13 Asia-Europe services. The first commercial voyage will start from Busan on July 14 and include calls at Ningbo, Shanghai and Rotterdam. The vessel is set to arrive at Yantian on July 24, but the service does not include a call at Hong Kong.



Arnberg said five Triple-E vessels will be delivered by the end of this year, followed by the remaining 15 in 2014 and 2015. Each ship will be capable of carrying an extra 2,500 teu (20-foot equivalent units) compared with the biggest ships in Maersk's existing fleet. The 18,270 teu vessels can transport more than 111 million pairs of sports shoes.

Left: the wheelhouse of the **MAERSK McKinney Moller**
Photo : Keith Wallis ©

Maersk claims the Triple-E vessel will cut carbon dioxide emissions by more than 50 per cent per

container moved compared with the container shipping industry's average CO2 emissions on the Asia-Europe trade. These reductions, which should be verified during the 12-day sea trials, will be achieved by more efficient twin engines recovering waste heat, steaming at slower speeds, a boxy hull design and an improved propulsion system. **Source :** south China Morning Post

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The **ELBEBORG** enroute Amsterdam – **Photo : Marcel Coster ©**

Iran routes oil via Indonesia to keep up exports

Iran is using an Indonesian port in a strategy to keep up sales to buyers in Asia in the teeth of Western sanctions, according to shipping data and industry sources. Two Iranian very large crude carriers (VLCCs) able to hold 2 million barrels each sailed to Batam Island in April, according to AIS ship tracking on Reuters, which tracks global tanker movements, before moving on to China.

U.S. and European sanctions aimed at pressuring Tehran's suspected pursuit of nuclear weapons have halved Iran's shipments, costing the government billions of dollars in oil revenue, since the start of 2012.

"Iran has been using this strategy for the past few months," said analysts at FGE, an energy consultancy. "The strategy is taking the crude to islands in Asia via VLCCs and selling it from there. It's a crucial stream of revenue for the country, so it's very important they sell as much as they can."

Batam Island is just 20 km (12 miles) off the south coast of Singapore, the continent's oil hub. Industry sources and oil traders said that before last year it was rare for Iranian tankers to ship crude there. "I think it is a staging post and crude goes from Batam to China or whatever," said an official with a global oil company who declined to be named. "The Iranians can either keep the crude there, or leave it in the ground." Iran has shipped oil via other islands in Asia to help maintain exports. In September, Reuters reported Iran was parking oil at Labuan before shipping it on to other destinations. "They have used Labuan in Malaysia in the past, so there is nothing really to stop them using Batam as a base as there are no sanctions-related drawbacks," said a shipping industry source familiar with Iran's tanker fleet and its movements. "All of this is too risky for the brokers in the West or most ship owners, but it's a live trade nonetheless."

SAILING TO CHINA

The two tankers, **Sonata** and **Courage**, both belong to Iran's top tanker operator NITC. They have sailed on to China after Batam, according to AIS.

NITC could not be immediately reached for comment, while an Iranian oil official declined to comment. Another shipping industry source said there were indications based on ship tracking other tankers could also be involved in movements around Batam. Three tankers - **Glaros**, **Seagull** and **Ocean Nymph** - last reported their positions around the South China Sea area close to Indonesia several days ago, but have since not updated their positions.

The vessels were part of a fleet of eight tankers that were bought by a Greek middle man who was sanctioned earlier this year by Washington for operating a shipping network on behalf of Iran.

In April, the biggest buyer of Iranian crude was China, followed by South Korea, Japan, India, Turkey and Taiwan, according to estimates from industry sources. All of these buyers have cut their purchases over the last year.

Iran has reduced its oil exports to about 1.1 million barrels per day - worth roughly \$3.3 billion a month at current prices - or about half of their rate at the start of 2012 before tighter sanctions kicked in.

With Iran more dependent on its own tankers to move oil because of sanctions, NITC vessels including **Maharlika**, **Skyline** and **Demos** have been making high-speed journeys to China and other Asian destinations from Iran to maximize flows, said a third shipping industry source. "The average speed of the global fleet is anywhere between 8 to 11 knots at the moment," the source said. "But of late some of the Iranian tankers have been making journeys around the 16 knots mark, which is even faster than at the highest point of the market in 2008." **Source: Reuters**



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Black Sea action to target 'sea of shame'

The ITF and its affiliated maritime unions in Bulgaria, Georgia, Romania, Russia, Turkey and Ukraine will be exposing substandard working conditions and fighting for improved safety in what they have described as the 'Black Sea of shame', next week, from 13 to 15 May.

The Black Sea is one of the most dangerous places on earth to be a seafarer, and is the focus of an intensive ITF campaign to increase safety and drive up standards. This action is the latest move in that campaign, and will involve joint inspection teams made up of ITF inspectors and union activists visiting ships in Black Sea ports.

There are around 2,400 vessels working the Black Sea, many of which are over 20 years of age, and around 800 are over 30 years old. The shipping market is characterised by ancient vessels moving low value goods, with rock bottom and unpaid wages where sinkings are not uncommon, and the risk of death and injury is deemed to be part of the job. This week's action will seek to expose such unacceptable conditions and bring them to the attention of the public and governments – to put them on notice that things will have to change with the coming into force on 20 August 2013 of the Maritime Labour Convention, 2006.

ITF acting general secretary Steve Cotton commented: "Some of the worst ships in the world are to be found plying the Black Sea. Work conditions are often shameful and safety non-existent. The human cost is enormous."

He continued: "This event is intended to shine a light on malpractice and make seafarers aware of their rights and how to exercise them under the Maritime Labour Convention, 2006."

The ITF and its unions in the Black Sea littoral states launched a campaign to tackle the often woeful standards of shipping in the area last year. www.itfglobal.org/press-area/index.cfm/pressdetail/7543/region/1/section/0/order/1 for details. They also released the report Black Sea of Shame, which details a litany of abuse, accidents and sinkings, allied with a lack of P&I cover and non-payment or delayed payment of wages.

The report stated that: 'The severe impact of a substandard industry on seafarers and their families cannot be underestimated. The intentional non-payment of wages amounts to a situation of bonded labour or slavery and should be unthinkable in the 21st Century. ... As the entry into force of the Maritime Labour Convention, 2006 comes ever closer, the situation in the 'Black Sea of Shame' can no longer be tolerated.'

Black Sea of Shame can be downloaded at www.itfglobal.org/infocentre/pubs.cfm/detail/34854



Stemat's **LIZ V** passing Hoek van Holland enroute Rotterdam – Photo : Kees Torn ©

J. Poulsen Shipping A/S appoints new CFO

On April 1st, 2013 **Henrik Joergensen** joined **J. Poulsen Shipping A/S** as CFO. Henrik Joergensen holds a Master of Science in business economics and auditing, and was for the past 15 years employed in Groenvold & Schou A/S, whereof the last 8 years as CEO. **J. Poulsen Shipping A/S** is a shipmanaging/shipowning company specializing in international sea transportation of Heavy Lift, IMO, Breakbulk and Project cargoes. The company employs 52 employees in its global offices in Korsoer, Houston, Shanghai, Singapore, Perth & Steinkirchen.



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The Chinese semi submersible heavy load vessel **XIA ZHI YUAN 6** submerged off Singapore

Photo : Piet Sinke ©

Youths encouraged to join shipping sector

More young people have been called on to take up careers in the shipping sector as Malaysia is a maritime country. Assistant Minister in the Chief Minister's Office (Promotion of Technical Education) Datu Len Talif Salleh said demand for workers in the industry would also increase when the Sarawak Corridor of Renewable Energy (SCORE) is fully implemented.

"There are many shipping companies that need workers in the engine room and the deck, but the shipping industry is much wider, such as (jobs as) naval architect. "Once SCORE is implemented in Tanjung Manis, there will be lots of job opportunities in all sectors that require technical skills, including the shipping industry," he said at Pelita Maslaut's third convocation ceremony and marine trainee course completion yesterday.

He pointed out that at present only 30 per cent of shipping industry workers are Malaysians.

Len noted that each year just 10 per cent of Sarawak's almost 40,000 Form 5 school leavers apply for academic courses.

"We need the rest of the students, which is about 30,000 school leavers, to study in other fields, especially vocational and technical fields," he said. Len stressed that they should possess skills and knowledge before seeking employment.

He also advised youths not to be too choosy when hunting for employment, and not to shy away from challenging and high-risk jobs. Meanwhile, 114 Pelita Maslaut students graduated last week. From that figure, 77 were marine trainees while the rest were deck and engine officer trainees. Managing director Masni Amit said 70 per cent of the 77 marine trainees were sponsored by Yayasan Sarawak. He said one of Pelita Maslaut's objectives is to train skilled workers for SCORE. **Source: Borneo Post**



The **SEABOURN LEGEND** departing Valencia bound for Palm de Mallorca on May 8th.

Photo : Capt. Hamish Elliott – Master Seabourn Sojourn ©

Tokyo trails Asian rivals when it comes to giving space to luxury liners

Tokyo trails Asian rivals when it comes to giving space to luxury liners. Tokyo, an exotic destination by any yardstick, is seeking to tap into the growing popularity of luxury cruises: and therein lies a problem. One of the bridges that spans Tokyo Bay is not high enough to allow modern behemoths to anchor at a passenger terminal close to downtown.

For this reason, officials are instead making a cargo wharf available for these liners.

Simple economics dictates that something should be done, given the intensifying competition among Asian ports to lure foreign vessels. Disembarking passengers always spend freely when they are in port. When **Voyager of the Seas**, a 137,276-ton luxury liner, dropped anchor at Tokyo Port on April 27 from Shanghai, it berthed at the Oi wharf, instead of the passenger terminal at the Harumi pier in the north of Tokyo Bay.

At 310 meters in length, and rising 63 meters above the waterline, it was largest vessel ever to call at Tokyo Port, according to the Tokyo metropolitan government. "It was simply too big to go under the Rainbow Bridge," said a Tokyo official of the stylish suspension bridge that spans the bay. At high tide, the maximum headroom is 52 meters.

At the Oi wharf, the 900 or so passengers completed customs and immigration procedures and then claimed their luggage inside a warehouse on the wharf, something that had never been done before. The liner, operated by U.S.-based Royal Caribbean International, has 15 decks, 10 pools and whirlpools, and 14 bars, clubs and lounges. It can carry 3,114 passengers and boasts a 120-meter-long arcade with many upscale boutiques and cafes as well as a movie theater, ice rink and rock climbing wall.

Put in service in 1999, it has cruised waters around Miami, the Caribbean and Europe.

In May last year, Royal Caribbean started offering cruises on **Voyager of the Seas** around China, Singapore and other parts of Asia. One of the passengers who disembarked at the Oi wharf was Miyako Shimizu, who is from Ashiya, Hyogo Prefecture. The 32-year-old traveled with a friend. "I had an extraordinary experience," she said of the cruise.

But Yukiko Miyazaki, editor of Cruise magazine, published by Kaiji Press Co., criticized the metropolitan government's handling of the **Voyager of the Seas**.

"Letting passengers embark and disembark at a cargo facility is like letting them enter Japan through the backdoor," she said. "If the port is not attractive as a place to stop by, I am afraid that shipping companies will switch ports."

Rainbow Bridge, opened in 1993, was built with the 70,327-ton Queen Elizabeth II in mind. Rising 52 meters above the waterline, it was one of the largest luxury liners afloat at that time. Ever since, cruise ships have gotten larger.

Today, the world's largest luxury cruise ships are in the 220,000-ton class and sit 65 meters above the water level. One large vessel even boasts a merry-go-round.

Calls to Tokyo Port by foreign luxury ships have ranged from none at all to 11 annually since 2003, a level that has fallen short of the metropolitan government's expectations. Tokyo officials visited Miami, where many operators of

cruise ships are based, to pitch the attractions of Tokyo Port for luxury ocean liners. Opening up the Oi wharf was one way of achieving the goal. But even now, there is one big hurdle to clear: The wharf is allowed to accommodate cruise ships only on Saturdays, Sundays and national holidays.

Tokyo officials acknowledge they are missing out on potential customers because of the facility's limited availability.

"Even if operators showed interest in calling at Tokyo, they consequently decline because our schedule is not accommodating," said one official.

According to an estimate by the Cabinet Office, the **Voyager of the Seas** had a direct economic impact of 137 million yen (\$1.37 million) when it arrived at Naha Port in Okinawa Prefecture last summer from Shanghai. Each passenger spent an average of 38,000 yen while in port, the estimate showed.

According to Cruise magazine, the Caribbean has long been the main venue for trips on cruise ships. But the tourism landscape is changing, with Asia drawing increased interest among cruise travelers.

The number of total passengers participating in cruises in Asia jumped to about 1.5 million in 2009 from 800,000 in 2000, according to figures from the Japan Oceangoing Passenger Ship Association.

Travel by a cruise ship is becoming more affordable. Some travel agencies offer a tour that averages around 10,000 yen per night per person. A seven-day cruise tour covering Nagasaki and South Korea aboard an Italian cruise ship during the Golden Week holidays that ended May 6 started from 69,800 yen.

Sales were robust, according to tour operator H.I.S. Co., a leading Japanese travel agency. "We received more responses from our potential customers than we had anticipated," an H.I.S. official said. Singapore moved swiftly to cash in on the increasing popularity of cruises. In April last year, the city completed a berth that can simultaneously accommodate two luxury vessels among the world's largest. Projects to construct berths are under way in Hong Kong, Shanghai and Tianjin in China.

But Japanese ports are lagging behind in terms of accommodating large vessels, according to Miyazaki of Cruise magazine. In Yokohama, the city government is considering construction of a pier for big ships during the current fiscal year. The 55-meter-high Bay Bridge in Yokohama Port stands in the way of larger vessels.

Port managers around the nation, including those at Hakata Port in Fukuoka Prefecture and Nagasaki Port in Nagasaki Prefecture, have set up a nationwide organization to attract cruise ships. In 2012, Hakata Port reported the arrival of 85 foreign luxury vessels and Nagasaki Port 72. **Source : Asahi Shimbun**



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Canada continues to align air emissions measures with the United States

The Honourable Denis Lebel, Minister of Transport, Infrastructure and Communities, Minister of the Economic Development Agency of Canada for the Regions of Quebec and Minister of Intergovernmental Affairs, yesterday announced that the Government of Canada is adopting strict environmental standards to reduce air emissions from ships navigating in Canadian waters.

These changes further align Canada's air emission standards with the United States. Minister Lebel also announced further measures to prevent other ship-source pollution in Canadian waters. "The changes we are announcing today will help make our oceans and lakes cleaner by reducing ship emissions," said Minister Lebel. "Since vessels from Canada and the United States routinely travel in both countries' waters, aligning our regulations is the logical thing to do." It is expected that these new standards will result in an annual reduction of ship-sourced greenhouse gases (GHGs) of 9 % or 11 Mt annually by 2025.

The amendments bring new requirements into force for vessels under Annex VI of the International Maritime Organization's (IMO) International Convention for the Prevention of Pollution from Ships (MARPOL) that Canada has negotiated with international partners. They set new Canadian standards for environmental protection in seven areas.

1. Canada is further aligning its emission standards with the United States with the adoption of the North American Emission Control Area (ECA). Air emissions standards under the ECA are stricter than global requirements.

2. New standards will reduce allowable emissions of key air pollutants from ships. By 2020, emissions of sulphur oxide will be reduced by 96% and nitrogen oxides by 80%.

3. New energy efficiency requirements will reduce GHGs emissions from international shipping. By 2025, new vessels must be 30% more energy efficient and all vessels must have energy efficiency plans.

4. A new air emissions regime for Canadian vessels operating in the Great Lakes and St. Lawrence waters will support industry efforts to modernize their fleet while phasing in the strictest sulphur oxide standards by 2020.

5. New standards will require marine diesel engines installed after January 1, 2016 to be certified to recognized US or international environmental standards.

6. A new standard will help manage greywater –the water that drains from a ship's sinks, showers and laundries. Under the amendments, greywater discharged in Canadian waters (other than Arctic waters, which are subject to other standards) must not result in the deposit of solids or cause any sheen on the water.

7. Updated requirements for the transfer of oil between tankers will align Canadian requirements with IMO pollution prevention standards.

"The cruise lines operating in Canada are leaders in environmentally sustainable practices, and meet or outperform all applicable international and federal air emissions requirements wherever we operate," said Greg Wirtz, president, Cruise Lines International Association – North West and Canada. "The cruise industry continues to invest in new technologies to reduce air emissions, including exhaust gas scrubbers, shore power in ports and vessel efficiency measures. We recognize that these new regulations contribute to the Canadian government's efforts to further improve Canada's air quality."

"The regulatory changes announced today are the result of much consultation on how we can better protect Canada's clean air and waterways," said Karen Oldfield, President and CEO, Halifax Port Authority. "Here at the Port of Halifax, we're making progress with projects such as cruise shore power and our port environmental management system, which was the first in Canada to achieve an ISO 14001 certification in 2005."

"Protecting our air and waterways from all ship-source pollution, including greenhouse gas emissions is a priority that our government takes very seriously," added Minister Lebel. "We are making progress on our Copenhagen commitment to reduce our greenhouse gas emissions by 17% by 2020. Canada is now halfway towards meeting this target."

The Government of Canada is committed to reducing Canada's GHG emissions, and has backed up that commitment by taking a number of measures. Here are four examples.

- Our actions include implementing regulations to reduce GHGs from coal-fired electricity plants, which will reduce GHGs by 214 megatonnes over the period 2015–2035. Canada is the only nation with regulations banning the construction of new coal-fired power plants that use traditional technology. As well, we now require all existing plants to shut down on a schedule, making Canada the first country in the world to do so.

- We are implementing regulations to improve fuel efficiency and reduce GHG emissions from new on-road heavy-duty vehicles and engines. With these tough new measures, GHG emissions from 2018 model-year heavy-duty vehicles will be reduced by up to 23 per cent.

- The government is consulting on regulations for cars and light trucks for model years 2017 to 2025. Our action to date will see GHGs from cars and light trucks fall by up to 50% by 2025 compared to 2008 models.

- We are implementing regulations requiring 5% renewable fuel in gasoline.

Transport Canada engaged numerous stakeholders including the United States Environmental Protection Agency and the United States Coast Guard.

The Regulations Amending the Vessel Pollution and Dangerous Chemicals Regulations were pre-published in the Canada Gazette, Part I, on July 21, 2012.

Source: Transport Canada



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The **MOBY FANTASY** arriving in Malta – Photo : Mario Schembri ©

Australian Navy Assists in Search for Lost Cruise Passengers

The Australian Navy ship **HMAS Choules** and her MRH 90 helicopter have been involved in the air and sea search for two people believed lost from the Carnival Line cruise ship Carnival Spirit off the New South Wales mid-north coast.

HMAS Choules joined the search on Thursday afternoon as she was returning from North Queensland where she was conducting amphibious training exercises. The ship and her helicopter have now been released from the search which was co-ordinated by the New South Wales Water Police. **Choules** is now on her way to her home port in Sydney.

Chief of Navy, Vice Admiral Ray Griggs, praised the efforts of Commander Ashley Papp, Commanding Officer of **HMAS Choules** and his ship's company. "The thoughts of the wider Navy are with the families of those affected by this very sad event," Vice Admiral Griggs said. Source : [MarineLink](#)

Death toll now at 8 in Italy port crash, 1 missing

The Italian coast guard says divers have found the body of another victim of a cargo ship crash into Genoa's dock, raising the death toll to eight.

Coast guard Cmdr. Filippo Marini said the body of a coastguardsman was found in the waters off the port on Friday night. The Italian cargo vessel Jolly Nero's crash into the dock toppled the harbor control tower into the water. Another guardsman, who also was on duty in the tower, is missing, and the search continues for him. Genoa Prosecutor Michele di Lecce says investigators are looking into the possible malfunction of a motor, but stressed the investigation is in its early stages. The crash occurred Tuesday night in good weather. **Source : IndiaTimes**

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NAVY NEWS

BRITISH SUBMARINE DOCKS IN GIBRALTAR AFTER FIVE-YEAR BREAK

HMS Talent in Gibraltar last Wednesday , the first visit by a Royal navy submarine in five years.

The British military were out in force in Gibraltar Wednesday, including the first visit by a Royal Navy nuclear submarine in five years. The Trafalgar-class 'hunter killer' submarine **HMS Talent** slipped into Gibraltar early Wednesday morning, escorted by vessels from the Gibraltar Squadron and the Gibraltar Defence Police.

As is routine in such cases, the Ministry of Defence disclosed no information about the submarine's visit.

An one-line statement contained the standard line that **HMS Talent** was visiting Gibraltar "...for a short stay as part of her scheduled operational tasking." As the submarine slipped alongside the Z-berth on the South Mole, there was ample activity at the other end of Gibraltar.

Two Royal Air Force C-17 cargo planes were parked on the runway on undisclosed business.

Unusually, the planes were parked on the tarmac close the civilian side of the airfield and away from the military section.

The MoD said little about the presence of the planes in Gibraltar other than that they were on a routine operational deployment. A spokesman would not comment on whether the presence of the planes and the submarine were linked.

'WELCOME PRESENCE'



The **TALENT** moored in Gibraltar - **Photo : Francis Ferro ©**

The Gibraltar Government welcomed the arrival in Gibraltar of **HMS Talent**. "The movement of Royal Navy vessels is not a matter within the Constitutional competence of Her Majesty's Government of Gibraltar," said Chief Minister Fabian Picardo.

"All vessels of the Royal Navy and of allied powers invited into British Gibraltar Territorial Waters by Her Majesty's Government are very welcome on the Rock."

The last visit by a British nuclear submarine was in 2008, when the Swiftsure-class **HMS Superb** called at the Rock.

HMS Talent is described by the Royal navy as a technically advanced, nuclear powered 'hunter-killer' submarine, the penultimate in a series of seven Trafalgar Class submarines. Launched by Princess Anne in Barrow in Furness in 1988, the submarine has conducted operations all around the world.

The principal role of the 'hunter-killer' is to attack ships and other submarines. In this capacity, vessels of this type could support and protect a convoy or taskforce. **HMS Talent** can also be used in a surveillance role as it is fitted with cameras and thermal imaging periscopes.

HMS Talent is also fitted with Tomahawk Land Attack Missiles, which gives it a land attack role.

Source : Gibraltar Chronicle

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The Russian Navy supply tanker **DUBNA** outbound from Malta

Photo : Malta Maritime Pilot Anthony Chetcuti ©

India's Rs 23,562-cr French Scorpene submarines project gets delayed, again

India's ambitious Rs 23,562-crore project to build six French Scorpene submarines is all set to be further delayed beyond its revised delivery schedule beginning 2015.

The six Scorpene submarines being constructed at the **Mazagon Docks Limited (MDL)**, under licence from French firm DCNS, has put up a proposal for further extension of the delivery date.

"While the proposal of MDL is being considered by the MoD, this will be on the table when the French defence minister visits the country next month," sources in the MoD told FE. Apart from yard's failure to renew its technology assistance contract with the Spanish company Navantia, is among several other several reasons which have contributed to the delay, including delay in augmentation of infrastructure, procurement of material by MDL and absorption of new processes and procedures of completely new technology. "However, MDL has taken up the construction of six

submarines concurrently, placed orders for complete material package required for construction of submarines, augmented its manpower and infrastructure while outsourcing certain tasks in order to mitigate the delay," he added.

The complex procurement procedures too contributed to the delay – the procurement of a large quantity of equipment from many different overseas suppliers is not an easy task and some of these foreign small and medium enterprises are not used to dealing directly with shipyards like MDL who have complex procurement procedures.

The Scorpene project was approved in September 2005 at a cost of Rs 18,798 crore, but was revised to Rs 23,562 crore, in February 2010, following time overruns in the project. The delivery schedule too had been revised from the original 2012 to 2015.

Scorpene project's Spanish consultants from Navantia have returned to their home country last month following the expiry of their consultancy term. The collaboration agreement on the Scorpene project between DCNS and MDL provided for an Advising and Overseas Team (AOT) during the Scorpene submarines construction period of 87 months.

India's conventional diesel-electric powered submarines strength is precariously low at 14 vessels at present -- 10 of Russian Kilo class and four of German HDW class -- from the 17 it had till the middle of the last decade that included the last three of the eight Foxtrot submarines that were retired in due course.

India has a 30-year plan for inducting 24 new submarines that was approved by the Cabinet Committee on Security in 1999 during the NDA government. However, not a single new vessel inducted in the one-and-half-decade since.

Source : Financial Express

Ark Royal to sail for scrapyard



HMS Ark Royal paying-off in Arctic conditions at Portsmouth on 3 December 2010

Photo : Gary Davies - www.maritimephotographic.co.uk ©

HUNDREDS of people are expected to gather to say a final farewell to the Royal Navy's former flagship when she is towed for scrap this month.

HMS Ark Royal is expected to be towed to Turkey in the coming weeks. The Ministry of Defence says a date has not yet been confirmed, but it is thought the ship could leave Portsmouth for the last time on May 20.

As reported in The News, the former aircraft carrier will be towed more than 2,000 miles on a two-month journey to the breaker's yard near Izmir, in Turkey.

Hundreds of her former crew members, and people who remember her long history of service, are expected to gather at the Round Tower in Old Portsmouth. Many onlookers are expected to wear black arm bands to mark the occasion.

HMS Ark Royal's sister ship, **HMS Invincible**, has already been taken apart at the same yard in Turkey. There had been hopes **HMS Ark Royal** would be spared the same fate. The decision to axe the famous warship in the 2010 Strategic Defence and Security Review provoked national outrage.

It also saw the sale of the Royal Navy's 72 Harrier jump jets, which were sold to the United States for around £110m.

Former Royal Navy officer Mike Critchley is the publisher of Warship World magazine. He said: 'The early demise of **Ark Royal** and her aircraft is a national disgrace, leaving the Royal Naval fleet without protective air cover wherever it

may be needed to operate at any serious distance away from the UK coast. 'The time span from the end of fixed-wing flying from the Royal Navy's aircraft carriers to the arrival of the two new carriers as operational vessels is heading towards being a massive 10 years, with all the resulting loss of skills. 'This timespan is simply unacceptable in these uncertain times. 'We remain an island nation importing well over 90 per cent of our vital imports by sea.

'Our national life line must be kept open whatever the costs.' Some suggested [Ark Royal](#) could be preserved as a museum ship, but the Ministry of Defence said she was in too poor a condition. Instead, [HMS Illustrious](#) will be preserved when she finishes active service.

Other proposals to reuse [HMS Ark Royal](#) included turning her into a commercial heliport, a nightclub and school, or a casino. But ultimately the government decided to sell the 22,000-tonne carrier to ship-recycling firm Leyal for £2.9m.

During her service, [HMS Ark Royal](#) was deployed to the Adriatic during the Bosnian war and was stationed in the Persian Gulf during the 2003 invasion of Iraq. Source : [The News / Portsmouth](#)

Aircraft carrier 'omnishambles' wastes £100 million

Britain will be left without a fully operational aircraft carrier for another two years because a delay to a key early-warning system, an official audit has found. The National Audit Office said that the decision to delay spending on a new radar system named Crowsnest will mean that any new aircraft carrier will not be fully operational until 2022, two years later than promised.

The delay will extend the time that Britain lacks a fully capable aircraft carrier, a "capability gap" created by the Coalition's controversial defence cuts, the NAO said.

The Royal Navy is currently without an aircraft carrier after the scrapping of [HMS Ark Royal](#) in 2010.

Two replacements are being built, but the first, [HMS Queen Elizabeth](#), is not due to sail until the end of 2017, and aircraft will not fly from the vessel until the end of 2020. Britain's decade-long carrier gap has left ministers facing criticism about defence cuts, and the NAO has now revealed that the gap will be longer than thought. "Full Carrier Strike capability will be delayed until 2022 by Crowsnest," the NAO said in a report published today.

Crowsnest is a helicopter-based early warning radar system which can detect threats over the horizon. The MoD told the auditors that "the operational use of Crowsnest is, along with the carriers and aircraft, a key element of Carrier Strike capability." However, to balance the defence budget, ministers decided last year to delay investment in Crowsnest. Crowsnest will now begin trials in 2020 but will only be fully operationally effective from late 2022.

Lacking the early warning system, the NAO said, means that when [HMS Queen Elizabeth](#) enters full service in 2020, the vessel will face "additional risks" when deployed.

"Unless the department is able to bring forward funding or finds a credible alternative which does not compromise capability,¹² when the Carrier Strike first becomes operationally available in late 2020, some operational tasks could only be undertaken with additional risks." Philip Hammond, the Defence Secretary, said that the MoD does not agree that delayed introduction of Crowsnest will undermine the delivery of Carrier-Strike capability.

He said: "Crowsnest will enter service in 2020, at the same time as [HMS Queen Elizabeth](#) and the helicopter-based radar system will be fully operational by 2022. Until then, its maritime surveillance capabilities will be augmented by other platforms and systems, including the state of the art radar on the Type 45 Destroyers, working together in a layered defence."

The NAO also studied Mr Hammond's decision last year to change the model of aircraft that will be ordered for the new carriers, from a catapult-launched fighter to a vertical-landing jump jet.

The decision to switch aircraft cost £74 million in immediate costs. However, over the next ten years, it will save the MoD £1.2 billion.

Amyas Morse, head of the National Audit Office, said: "It is good that the MOD acted promptly, once it became clear that pursuing the option to buy the carrier variant aircraft would cost a lot more money and add another three years to the whole programme. "But to achieve value for money in this project, the department will have to manage significant technical and affordability risks and be consistent in sticking to the present plan." Source : [The Telegraph](#)

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The **EUROCARGO LIVORNO** " and Tugs arriving at Genoa.
Photo : Capt. Alex Castle Master MV 'Strait Of Messina' ©

Ultrabulk continues expanding fleet

Ultrabulk now confirms having added five further units to its long term fleet. The new units are one additional 61,000tdw Supramax bulker to be built at a Japanese yard and scheduled for delivery in 2016.

They are joined by another 81,000tdw Kamsarmax bulker for delivery in 2015. Both of these units are of the new generation Eco-type design and scheduled to be delivered on up to 12 and 13 years charter to the Ultrabulk platform and includes the option for Ultrabulk to buy the vessels during the charter period, writes **Ultrabulk**.

Ultrabulk also concluded an existing 81000tdw Kamsarmax bulker for up to 7 years charter.

Ultrabulk has further expanded their contract with Japanese builder **Oshima Shipbuilding Company** from previously confirmed two to three units of the new generation Eco-type Handysize bulkers of 37,000tdw.

While the first two units were ordered as Ultrabulk own purchase, the third unit has been confirmed with the support from Japanese partners, and will enter the Ultrabulk platform on a time charter of up to 8 years and also includes the option for Ultrabulk to buy the vessel during the charter. The third Oshima built vessel is scheduled for delivery in 2015.

"This is a natural development for our long term fleet renewal program that we started in 2012 when we contracted three firm units within the handysize segment" says Henrik Sleimann Petersen, Executive Vice President and Head of Ship Holdings and continues:

"There are still considerable challenges facing the dry bulk market in the years to come with a very sizeable order book, but we consider newbuilding contract prices have reached a level where we, with strong support from long term financial and commodity partners, have been able to continue our commitment to the long term market by adding additional units to our fleet." Ultrabulk further announces having entered into a 50/50 joint-venture with Norwegian

shipping fund "Maritime Opportunities" for the joint ownership of two 36,000tdw Handysize bulkers to be built at the Chinese yard, [Samjin Shipbuilding](#). Source: Ultrabulk / Maritime Denmark



A view from the "[assistant harbour office](#)" of the Scheveningen harbour. A large part of the [Jaczon](#) fleet is in port.

Photo : Capt. Kees Pronk ©

Judge concerned for crew on detained ship in Dublin

17-member crew of a cargo ship have not been paid since late last year

A High Court judge has expressed concern for the 17-member crew of a cargo ship detained in Dublin Port since last March who have not been paid since late last year. The crew, represented by the International Transport Workers Federation, had brought proceedings against the owner of the [MV Clipper Faith](#) for unpaid wages of approximately \$320,000. The ship's owner, the Liberian-registered [Afternoon Maritime](#), said it lacked funds to pay the crew, who are largely from Russia and Ukraine.



Mr Justice Paul Butler yesterday expressed concern about the crew's situation and made various orders including one allowing the ship to be sold to cover the wage debts. Donnachadh Woulfe, for the crew, said the owners had consented to the court granting judgment in favour of the crew for \$320,000, plus \$1,844 for every additional day they spent in Ireland, plus their repatriation expenses.

As there was no prospect of his clients being paid by the owners, the crew also wanted orders

aimed at securing sale of the vessel, he said. The Belize-registered ship was arrested in Dublin Port last March on foot of a claim made against it by Amsterdam Trade Bank, which holds a mortgage over the vessel. The bank's proceedings against the owners are pending before the High Court. Ciarán Lewis, for the bank, said it intended to apply to the court to have the crew's interest in the ship assigned to it. Should the High Court grant that application, the bank would pay the crew's outstanding wages and costs of their repatriation. Lawyers for the owners, who consented to the judgment being made in favour of the crew, opposed an order allowing the vessel to be sold on grounds including it would interfere with their property rights. While the crew were owed some \$320,000 plus, the ship was worth more than \$9.5 million. It was argued an order allowing the ship to be sold would prevent the owners procuring a "white knight" with the money required to discharge what was owed.

Mr Justice Butler said he would make the orders sought by the crew, including for the sale of the ship. This was about working people who had not been paid what they were due. He agreed to put a stay until Tuesday pending any appeal to the Supreme Court. Ken Fleming of the ITWF later expressed concern about the crew's position and said he feared they might have to spend several more months in Ireland before they got paid and could get home. The crew had 41 dependants in Ukraine and Russia, he added. **Source : The Irish Times**



Last week KOTUG's **RT INSPIRATION** left the builders , **ASL shipyard** in Singapore, bound for Australia with onboard a **RedWise** delivery crew, which moment was also the time for the ships Godmother, **Elizabeth Sinke** to say goodbye to "her" vessel" and wish the **RT INSPIRATION** and her crew a safe trip

Brazil Offshore Shipbuilding 'Center of Excellence' Planned

Petrobras plans to build the center, which is intended to help shipbuilders meet the company's pre-salt oil & gas exploration needs. The plans to build a center of excellence for the shipbuilding industry in Brazil were highlighted in the presentation made by Paulo Sergio Rodrigues Alonso, Petrobras Local Content Advisor to the President and the Executive Coordinator of Prominp, during an event sponsored by the Brazil-Texas Chamber of Commerce (Bratecc), in Houston, an event occurring in parallel with the recent Offshore Technology Conference (OTC).

Paulo Alonso stressed that the biggest challenge today is to push the pre-salt forward in the shipbuilding industry and the shipyards. "NASA's slogan is well-fitting in this situation 'Failure is not an option'. We are working with the shipyards so that we can meet the demand and stay on track with the schedule defined in our Business Plan, they cannot fail. There are many challenges in achieving a benchmark in the shipbuilding industry, and partnerships with international companies and Universities are absolutely essential."

The average local content in **Petrobras'** exploration and production operations today is between 55% and 65%. "For the other 35% we need the support of international companies so we can develop our projects. We understand that the association with international companies is the best solution for technological bottlenecks, in addition to working in partnership with universities to achieve long-term results", he explained. Paulo Alonso highlighted the growth in demand for goods and services for the shipbuilding industry over the next five years. "All Petrobras contracts are based on international standards, so we know the cost of the equipment and services within the project." He also highlighted **Petrobras** local content policy, the Prominp (National Mobilization Program of the Petroleum Industry) and the importance of the Brazilian shipbuilding industry's growth. "While oil and gas production continues to grow with the development of the pre-salt, investment opportunities and partnerships in the sector will continue to grow for investors in the entire oil supply chain. Due to the operations in the pre-salt and the magnitude of our business plan, perspectives and specifics of deepwater exploration, we cannot use off-the-shelf equipment, we need to develop

technology and equipment to meet this demand." However he concluded: "International companies interested in establishing themselves in Brazil are welcome and will work in partnership with Brazilian companies, or even by themselves." **Source : MarineLink**



when in 2008 slots at the shipyards were fully booked, German owners ordered a series of four coasters of 4750 tdw from **Israel Shipyards Ltd.** in Haifa. **BLUE TUNE** of **Meyering Schiffahrts GmbH & Co. KG** is the last of this quartett, following **IMINA**, **BLUE CARMEL** and **BLUE NOTE** and delivered in November 2010. She is seen leaving Rotterdam on May 8th under a beautiful rainbow on her way to Inverkeithing.

Photo : Martni Lichte-Holtgreven ©



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"TRIPLE PLAY" by DOCKWISE: Chevron **"Jack & St. Malo"**, loaded on the **"Dockwise Vanguard"** (maiden voyage) and **Shell "Olympus"** and **Chevron "Big Foot"** all safely transported to **Kiewit Offshore Services**, Ingleside, Texas By **DOCKWISE**. **Photo: Dave Warwick – Managing Partner – ProBulk, Agents for Dockwise Shipping B.V. ©**



Heerema's **HUSKY** approaching Rotterdam Europoort last Thursday
Photo's: Hans van der Linden.....www.aerolin.nl..... AerolinPhoto/HMCHeerema ©

BOEKBESPREKING

Door : Frank NEYTS

“Geschiedenis van de Amsterdamse slavenhandel”.

Onlangs verscheen bij **Walburg Pers** een prachtig uitgegeven boek onder de titel ‘**Geschiedenis van de Amsterdamse slavenhandel**’. Leo Balai tekende als auteur.

In de geschiedschrijving van Amsterdam is tot nu toe weinig geschreven over de periode waarin de stad en haar bestuurders zich intensief met slavernij en slavenhandel hebben beziggehouden. Vanaf de oprichting van de West-Indische Compagnie in 1621 en de Sociëteit van Suriname in 1683 waren Amsterdamse bestuurders echter nauw betrokken bij de transatlantische slavenhandel. Zij waren weliswaar bestuurders op afstand maar profiteerden toch op verschillende manieren van deze handel in mensen. Ze werden ook nauwkeurig op de hoogte gehouden van het vervoer van de gevangenen genomen Afrikanen naar de plantages in Amerika. Zij wisten welke mensonterende omstandigheden er in de koloniën heersten en de meedogenloze manier waarop de slaven werden onderdrukt en mishandeld. Aangetoond wordt dat er, anders dan vaak wordt verondersteld, al in de zeventiende eeuw zowel vrije zwarten uit West-Afrika alsook slaven uit die gebieden in Amsterdam verbleven. Ook wordt ingegaan op het feit, dat slavernij van West-Afrikanen in Europa, vanaf de eerste helft van de vijftiende eeuw in Portugal begon.

Een belangrijk gegeven in de transatlantische slavenhandel was ook, dat de slaven altijd zwarte mensen uit West-Afrika waren. Men probeerde vaak door middel van Bijbelse en andere argumenten de slavernij van zwarte mensen te rechtvaardigen.

“**Geschiedenis van de Amsterdamse slavenhandel**” (ISBN 978-90-5730-907-6) telt 191 pagina's en werd als hardback uitgegeven, en kost 29.50 euro. Aankopen kan via de boekhandel of rechtstreeks bij Uitgeversmaatschappij

Walburg Pers, Postbus 4159, 7200BD Zutphen. Tel. +32(0)575.510522, Fax +31(0)575.542289. . In België wordt het boek verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com.

Maritieme kunst

woensdag, donderdag en vrijdagmiddag, 29-30-31 mei van 13.00 tot 16.00 uur en zaterdagmorgen 1 juni, van 10.00 tot 13.00 uur bent u van harte welkom in Gemert . Na al het oranje op het IJ kunt u bij ons ``de ORANJE`` bewonderen met daarnaast nog zo.n 70 schilderijen van Zee, Lucht en Schepen.



Wij bieden bezoekers de mogelijkheid hun jacht, binnenvaartschip of het schip waar ze op hebben gevaren te laten schilderen en of ze sturen per mail mij fotomateriaal met de vraag, kan dit en wat kost het ???

Tevens zullen wisselend een groot aantal cursisten demonstrerend laten zien wat na 1 en ook na meerdere jaren gezien mag worden, dit allemaal in de week van de Kunst. Graag hier aandacht voor want maritiem wordt altijd ondergesneeuwd i.v.m. de moeilijkheidsgraad, door stillevens, landschappen, bloemen en portretten. Maar ook deze zult u bij ons bekijken .

vriendelijke groeten, **Frans Romeijnsen** maritiem kunstschilder, www.galeriemarkant.nl

.... PHOTO OF THE DAY



Dredger **CHARLES DARWIN** dumps first load of sand on Den Helder Coastline

Photo : Tom van Oossanen – www.tomvano.com ©