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Maersk Puncher seen arriving with the Castoro 7 in Rotterdam
Photo : Harry van den Berg ©

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The **FAIRMOUNT SUMMIT** seen outbound from Rotterdam – Photo : Kees Torn ©

German Ship Carrier Fined for Spilling Oil

U.S. federal judge in Puerto Rico fines Uniteam Marine Shipping \$800,000

A federal judge in San Juan, Puerto Rico, on Thursday fined a German ship operator \$800,000 for spilling oil and lying about the act. Coast Guard investigators found that crew members on the M/V **CCNI Vado Ligure** had manipulated the ship's oil water separator, allowing oily waste to be dumped directly overboard between Jan. 8 and May 10, 2010. The ship also failed to maintain the ship's oil record book.

Uniteam Marine Shipping, a multinational ship management and service company with offices in Germany, Cyprus, Ukraine, Myanmar and other countries, operated the 603-foot container ship under the Antigua and Barbuda flag.

A portion of the fine will fund an environmental protection community service project. Uniteam Marine Shipping was also placed on probation for three years to give it time to conduct an advanced training and verification program.

Source : The Journal of Commerce Online



The **AL-AMERAT** seen passing the Suez canal – Photo : Piero Corona ©

Storm aims at Mexico with 10 oil workers missing

Authorities on Mexico's gulf coast are preparing for Tropical Storm Nate, while air and sea search teams hunted for 10 oil workers missing since abandoning a disabled research vessel in stormy waters. Forecasts said Nate was still moving toward the coast very slowly, but was expected to pick up some speed Saturday. They said the storm would approach the coast Sunday, mostly likely just below hurricane strength.

Mexico's state oil company, Petroleos Mexicanos, had two ships searching for the missing oil workers. A port official said Friday that they included four Americans, four Mexicans, one from Kazakhstan and a 10th of unconfirmed nationality. The workers, employees of Houston-based Geokinetics Inc., called for help Thursday afternoon after leaving a vessel known as a liftboat, the **Trinity II**, on an enclosed life raft. "We're deeply concerned about the incident in the Gulf of Mexico involving our employees and others who had to abandon a disabled liftboat due to conditions brought about by Tropical Storm Nate," Geokinetics spokeswoman Brenda Taquino said.

A liftboat can lower legs to the sea floor and then elevate itself above the water level. This one was being used as a recording vessel and housing for the crew, and it was in waters about 25 feet (8 meters) deep. Randy Reed, president of the vessel's owner, **Trinity Liftboat Services LLC** in New Iberia, Louisiana, was unavailable for comment Friday, a person answering the phone at his office told The Associated Press. But Reed told the Advertiser newspaper in Louisiana that the rescue effort involved boats, helicopters and aircraft conducting a grid search of the area where they went missing in the Bay of Campeche.

"We're optimistic. They're good seamen. They're professionals at what they do," Reed said. "The life raft is out there, we just haven't found it yet ... We're all working diligently to locate the raft so we can locate our loved ones." The captain of the 94-foot(28.6-meter), 185-ton **Trinity II** reported they were abandoning the vessel about midday Thursday, and a ship several miles (kilometers) away also reported seeing the crew enter the life raft.

But there had been no communication since.

The Mexican navy said Friday night that sailors had reached the **Trinity II** and found no crew. It said it had a plane, three helicopters and four boats searching for them. Taquino said the life raft was a sealed capsule containing enough food and water to last for several days, but there was no way to communicate with it. Tropical Storm Nate was drifting slowly west-southwestward at about 4 mph (6 1/2 kph) over the southern gulf late Friday with maximum sustained winds of near 50 mph (80 kph), according to the U.S. National Hurricane Center in Miami. It was centered about 205 miles (330 kilometers) east-northeast of Veracruz. Forecasters said it was expected to hit Mexico's gulf coast Sunday possibly as a hurricane.

A tropical storm warning was declared along the coast from Tampico to Veracruz. A hurricane watch also was posted for the coast, meaning there was a chance the storm could strengthen into a hurricane. Pemex said it had evacuated 473 workers from platforms off the coasts of the gulf coast states of Veracruz and Tamaulipas. Mexico's gulf ports were closed to navigation. Tropical Storm Maria, meanwhile, headed toward the Lesser Antilles at the eastern end of the Caribbean late Friday, while rain from what had been Tropical Storm Lee continued inundating a wide portion of Pennsylvania and other northeastern states, leaving at least seven dead.

Maria's maximum sustained winds Friday night were near 45 mph (75 kph), with some slight strengthening possible, according to the U.S. National Hurricane Center in Miami. It was moving toward the west-northwest near 12 mph (19 kph).

A tropical storm warning was in effect for a host of islands: Antigua, Anguilla, Barbuda, Montserrat, Nevis, St. Kitts, British Virgin Islands, U.S. Virgin Islands, Guadeloupe, St. Martin, Saba, St. Eustatius, St. Barthelemy, St. Marteen, Martinique, Dominica, and Puerto Rico including Vieques and Culebra. On its current forecast track, Maria's center would reach the Leeward Islands early Saturday and be near the Virgin Islands by Saturday night, the hurricane center said.

Out in the Atlantic, Hurricane Katia was moving northeast over open water after passing between the U.S. and Bermuda. Despite not hitting land, the hurricane center said large swells generated by the Category 1 storm would continue affecting the U.S. East Coast and Bermuda. Katia was centered midway between Bermuda and Nova Scotia and was moving northeast near 46 mph (74 kph). It had maximum sustained winds of 85 mph (140 kph). The long-term forecast indicated it could reach Scotland as a storm on Monday. **Source : The Denver Post**



Above seen the former Swedish coastguard **KBV-172 SKREDSVIK** that has been bought by a private company and converted for anti-piracy operations approaching to enter Grand Harbour, Malta on Thursday 8th September, 2011 bound to Palumbo Malta Shipyard Ltd to berth at Somerset Wharf.

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

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The newbuilding **IDS Darussalam** seen entering KSB, Kuantan, Malaysia to start a new charter with Talisman Malaysia, supporting the **Ensco 105**. Photo : Capt. Jelle de Vries ©

Libya Said to Ship First Crude Oil Cargo From West as Production Resumes

Libya may export a crude-oil cargo this month for the first time since March from the country's west as the holder of Africa's biggest oil reserves rebuilds production after deposing ruler Muammar Qaddafi. An 80,000 metric-ton cargo of crude is being offered for shipment from the port of Mellitah this month, three people with direct knowledge of the transaction said yesterday. The oil, equal to about 600,000 barrels, will be loaded from Sept. 15 to 17, the people said, declining to be identified because the consignment has yet to be publicly announced. Brent crude oil gained 20 percent to \$113.44 a barrel in London this year, partly because Libyan production collapsed during the conflict that began in February. The loading is likely the first from the nation's west since March, said Thomas Zwick, an analyst at shipping consultants Lorentzen & Stemoco AS in Oslo. Libya wants to resume crude exports in two to three weeks, Guma El-Gamaty, the U.K. coordinator for the country's National Transitional Council, said yesterday. "This should contribute to calming down the Brent market, but we still need to see more cargoes coming out," Thina Saltvedt, an analyst at Nordea Bank AB in Oslo who has a price forecast of \$110 a barrel for the fourth quarter, said by phone. "It's an important cargo."

The **Equator**, a suezmax tanker able to haul 1 million barrels of crude, loaded at the rebel-held eastern port of Marsa al Hariga on April 5. It then sailed to Singapore and Hawaii, ship-tracking data compiled by Bloomberg show. The **Captain X. Kyriakou**, also a suezmax, was near the eastern port of Benghazi and 9.1 meters (29.9 feet) deep in the water, compared with a maximum draft of 17.07 meters, vessel-tracking data showed July 19. The tanker was 12.7 meters deep and off the coast of Sardinia 10 days later, according to the data. Libyan crude output slumped to 60,000

barrels a day in July from 1.7 million barrels in January, according to the Paris-based International Energy Agency, which advises 28 industrialized nations. Operations resumed about two weeks ago at the 120,000 barrel-a-day Zawiyah refinery near the Libyan capital, Tripoli, El-Gamaty said yesterday. The plant is processing 30,000 barrels a day and will reach full capacity in six to eight weeks, he said. The crude-export facility in the eastern port city of Tobruk is undamaged, he said.

The Mellitah shipment is the type normally carried on an aframax tanker. Charter rates for the vessels to haul cargoes across the Mediterranean Sea doubled when the conflict broke out before slumping because of reduced cargoes, according to data from the Baltic Exchange in London, which assesses freight rates on international maritime routes. The transitional government will name a new cabinet next week and appoint a separate oil minister, El-Gamaty said. Ali Tarhouni is now the council's oil and finance minister. Libyan crude output increased to as much as 1.87 million barrels a day in 2008 from 1.38 million barrels in 2002, according to U.S. Energy Department data. The cargo "can soften Brent prices in the short term, but it will need a sustained recovery of shipments to prolong this effect," said Amrita Sen, an analyst at Barclays Capital in London. **Source: Rob Sheridan, Alaric Nightingale, Bloomberg**



The **SLOMAN PROVIDER** seen off the Dutch coast
Photo : FLYING FOCUS lucht fotografie - www.flyingfocus.nl ©

NYK Group Conducts Joint Anti-piracy and Anti-terrorism Exercises in Australia and Hong Kong

The NYK Group conducts accident-response training exercises regularly and, to prepare for unforeseeable circumstances, the group cooperates with anti-terrorism and anti-piracy training exercises conducted in various countries to enhance the crisis-response capability of group employees.

- Anti-terrorism training exercise with the Hong Kong Police Force (HKPF)

On July 26, NYK conducted a joint anti-terrorism exercise with the HKPF based on a scenario in which an NYK-owned containership, NYK Venus, is taken over by a terrorist group. From 2005, a similar joint-exercise has been conducted regularly for years by NYK and the HKPF. The exercise scenario called for the Special Duties Unit of the HKPF to dispatch high-speed boats and helicopters to the vessel, and to search for, find, and subdue the terrorists. Through the exercise, employees at NYK's head office in Tokyo, NYK Line (Hong Kong) Ltd., and NYK Shipmanagement Pte. Ltd. were able to reconfirm their roles for rapid response in dealing with acts of terrorism, including information exchanges with the HKPF and other related organizations.

- Anti-piracy training exercise with the Royal Australian Navy (RAN)

On August 15, an NYK-owned containership, ACX Diamond, participated in an escort training exercise with a RAN frigate while sailing along the east coast of Australia. This is the fifth joint exercise that the NYK Group has conducted

with RAN since 2007. During the exercise, the RAN frigate provided an escort for the containership, and the two vessels worked on VHF communication. The escort ship will soon begin assisting the U.S.-led Combined Task Force 151 in security patrols for pirates off Somalia. NYK will continue to participate in joint exercises with the competent authorities of various countries in order to prepare for and prevent against conceivable emergencies. **Source: NYK**



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The brand new **PRETTY IVY** seen off Callao (Peru) - **Photo : César Comettant Cubas – Tramarsa ©**

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CASUALTY REPORTING



In the port of Rotterdam a fire gutted through the partyvessel **RIVERZZ**, the vessel is built in 1959 under the name **BERLIN** and served the route Koln and Rudesheim until 2003, since 2003 the vessel was moored at the Eva Cohen-Hartogkade in Rotterdam where she was officially reopened for the public last week during the World harbour Days

Photo : Frank Noordsij ©

At least 163 dead in Zanzibar ferry capsize, 100 missing

At least 163 people died when a ferry capsized off the popular tourist archipelago of Zanzibar, but over 100 people are still missing, a minister said on Saturday. "We have recovered 163 people who have died and we have rescued 325 survivors," said Mohammed Aboud, Zanzibar's state minister for emergencies, dramatically updating an earlier death toll of 53.

At least 40 of those rescued were seriously injured, including some hit by falling debris as the boat rolled onto one side, he said, adding that the death toll could still rise higher. Officials said that around 600 people were believed to have been on the stricken ferry, including families returning home after the holidays to celebrate the end of the Muslim holy month of Ramadan. Survivors have begun arriving back in Stone Town, the main port and capital of the archipelago, with an emergency first aid centre set up in the port to treat those arriving by rescue speed boat from the capsized ferry. "It was terrifying, people were screaming and shouting in the dark," said Aisha Mohammed, aged seven.

"I can't find my mummy, I lost her when we were all in the water," she added, after being picked up by a rescue boat.

Other survivors angrily accused port and ferry officials of overloading the boat. "We were shouting at the captain and at the people in the port even before we left that the boat was too full, it was packed with people and with cargo," said Zaid Amour, a 50-year-old survivor. Source : [Indiatimes](#)

NAVY NEWS



The 1999 delivered Irish patrol vessel **P 51 ROISIN** seen riding high, The design of this **ROISIN** and her sister **P 52 NIAMH** is a variant of the **Vigilant design** built in Chile for the Mauritius Coast Guard. Designed by Polar Associates, Canada. Construction costs 65% funded by the European Union. Cost \$34 million, not including the 76-mm gun.

Photo : [FLYING FOCUS luchtfotografie](#) - www.flyingfocus.nl ©

ROISIN CLASS DETAILS

D: 1,400 tons (1,579 fl) S: 22 kts

Dim: 78.84 (73.00 pp) × 14.00 × 3.50 (mean; 3.90 max.)

A: 1 76-mm 62-cal. OTO Melara SuperRapid DP; 2 single 12.7-mm mg; 4 single 7.62-mm mg

Electronics:

Radar: 1 Kelvin-Hughes I-band search; 1 Kelvin-Hughes F-band search

E/O: 1 Radamec 1500/2400 tracking and surveillance (laser rangefinder, t.v., and IR imager)

M: 2 Wärtsilä 16V26 diesels; 2 Lips CP props; 13,600 bhp—460-shp Brunvol electric azimuthal bow-thruster

Electric: 1,400 kw tot. (3 × 400 kw, Caterpillar 3412T diesels driving, 1 × 200 kw, Caterpillar 3306 diesel driving; all 380 V, 50 Hz)

Range: 6,000/15 Fuel: 251 tons Endurance: 21 days

Crew: 22 tot. (accomm. for 51)

Sailors feared worst as submarine HMAS Farncomb sank

JUST after midnight off the coast of Perth, navy submarine **HMAS Farncomb** was slicing below the surface of a rough sea when its engines cut out. For the 60 men and women aboard the **Collins-class** boat, the next few minutes would

be among the longest of their lives. Like a Hollywood thriller, the sailors found themselves grappling with a double engine failure followed by a terrifying, powerless descent towards the bottom of the Indian Ocean, stemmed only by the cool actions of a veteran commander.

This real-life drama, which took place at 12.30am on August 23 about 20km off the northwest coast of Rottnest Island, was not revealed by Defence at the time. When quizzed by The Australian the following day, officials gave only a brief, sanitised version of the incident, omitting key facts while praising the competence and training of the crew for following "standard operating procedures".

Many of the **Farncomb's** crew are far from relaxed about what took place under the Indian Ocean that night. "I said to myself, 'I'm gone, I'm dead',' one recalled thinking as the powerless submarine began to slide towards the ocean floor.

Another on the submarine has told friends: "When we started going down, I just tried to accept it and make peace with myself." In their eyes, the **Farncomb** incident came uncomfortably close to being Australia's worst naval tragedy in almost 50 years. Defence denies this, claiming crew had "positive control of the submarine throughout the incident".

An investigation by The Weekend Australian reveals discrepancies between Defence's official account and first-hand accounts now circulating in Perth from the Farncomb's crew. What is undisputed is that Farncomb was conducting operational training in the waters northwest of Rottnest Island soon after spending a month in dry dock where it had its emergency propulsion unit replaced. In charge that night was veteran submarine commander Glen Miles, a ruddy-faced archeology and rugby enthusiast who once served on the old Oberon submarines and who was dux of his submarine officer's course. Also on board was a Sea Training Group assessing the crew's competence.

Shortly after midnight, the **Farncomb** was gliding at a periscope depth of 20m while undertaking a routine known as "snorting", where air is drawn into the submarine to run the diesel motor in order to recharge the boat's batteries. At 12.30am, without warning, a fault in the control switchboard of the submarine's electric motor caused the motor to stop. "Propulsion failure, propulsion failure" rang out across the **Farncomb's** address system, as crew ran to emergency stations.

Propulsion failure in a submarine is both uncommon and serious, but it is usually quickly offset by a procedure that allows the motor to be restarted in emergency mode. Faced with a powerless, slowing submarine in a rough sea, Commander Miles ordered the submarine to glide down from its depth of 20m to 50m in order to assess the problem.

It was a bad time to lose propulsion because it meant the submarine had to stop snorting. When snorting stops, a submarine instantly becomes much heavier because the snort masks and exhaust, which are outside the hull, fill up with water.

Normally the submarine balances this extra weight by pumping out compensating water, but this takes time. So Commander Miles suddenly found himself in charge of an overweight submarine with no power, sliding south.

By the time the **Farncomb** reached its desired depth of 50m, there was more bad news. Despite the frantic efforts of crew, they could not get the emergency mode of the main motor to work. Defence said this week: "The reason for delay in restoring propulsion in emergency (mode) remains the subject of a technical investigation."

Commander Miles faced a full-blown emergency. He had lost both his engine and his emergency back-up. Defence declined to tell The Weekend Australian how deep the **Farncomb** sank, saying only that such details were "not openly discussed".

According to several crew members' versions, the **Farncomb** slowed to a virtual halt, tilted nose up and began to slide backwards towards the ocean floor. The tilt was so steep that sailors eating in the mess room had to grab their dinners as they slid off the table. Those in the sleeping quarters found themselves "on top of each other".

In the control room, Commander Miles was not panicking, but was watching the sliding depth gauge hoping that the propulsion motor would restart before the **Farncomb** sank too deep. He knew that, as a last resort, he could take the dramatic step of blowing the submarine's ballast tanks to stem the descent.

In those long, agonising seconds - perhaps a minute or more - as the submarine kept sliding towards the seabed, some of the **Farncomb's** crew started to consider the unimaginable. The submarine is believed to have been operating in more than 1300m of water off the continental shelf. This meant that if they continued to sink, the water pressure would crush the submarine and its crew long before they hit the seabed.

Their fate would have mirrored the 129 men of the US navy submarine **USS Thresher**, which was crushed by water pressure when it sank in the Atlantic Ocean during deep diving tests in 1963.

Crew accounts of how deep the **Farncomb** sank differ. The consensus is that it plunged to between 150m and 190m. If so, this is uncomfortably close to the submarine's permissible deep diving depth, the actual figure of which is classified. At some point during the **Farncomb's** powerless descent and without any sign of life from the motor, Commander Miles ordered a partial blow of the submarine's main ballast in which air expels water from the ballast tanks, making the boat lighter.

"Because the submarine was still heavy as compensating water was being pumped (out), the commanding officer chose to blow main ballast to arrest descent," a Defence spokesman said. What happened next depends on whose account you believe. Defence says that the initial ballast blow stemmed the descent and that the **Farncomb** actually began to slowly rise. Some crew members maintain the submarine was still sinking, although at a slower rate. Either way, Commander Miles then decided to take the most drastic step available to a submarine commander: to order a full emergency blow of all ballast tanks.

"That was the last resort available to the crew at that time and if it did not work, there would have been no hope for them," one source said. To the enormous relief of its crew, the plan worked and the **Farncomb** - powerless, overweight and stricken - began to rise at last. Once back on the surface and with no further ballast to blow, Commander Miles ordered the crew to try again to get emergency propulsion back. This time, they succeeded, regaining emergency propulsion and the **Farncomb** was able to limp back to Fremantle.

Navy argues that Commander Miles was not completely out of options because there was an autonomous Emergency Propulsion Unit on board that was manned during the incident but was not activated. Navy claims the EPU "would be sufficient to maintain control of the submarine in such situations". Submarine experts dispute this and say that, if this was so, why did Commander Miles not use this option rather than order the more drastic blowing of all ballast tanks.

"The EPU is only designed for surface propulsion and there is no way that it could have controlled a 3000-tonne submarine heading backwards towards the seabed," said one expert, who asked not to be named. The incident will not help the troubled reputation of the Collins-class fleet, which has been plagued by technical problems, but it will be seen as good example of the ability of a well-trained crew to get out of sticky situations.

When asked this week by The Weekend Australian how serious the **Farncomb** incident was, Defence avoided giving a direct answer, saying only that "standard procedures were employed to recover from this propulsion failure while snorting". "These procedures are regularly exercised," Defence said. The **Farncomb** has been repaired and is now back at sea, but at least one crew member, an engineer, is said to have stayed behind in Perth to deal with the stress of what happened on August 23. As one submariner put: "This (incident) shows that even when things go wrong on a submarine, there is usually a way to get out of trouble. "But those blokes would have been very glad to get home."

Source : The Australian



Above seen the French Navy La Fayette Class Frigate **FS LA FAYETTE F710** entering Grand Harbour, Malta on Thursday 8th September, 2011.

Photo : Patrick D'Agostino - www.maltashipphotos.com ©



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Navy Starts Building Second Virginia Of Year



The Electric Boat unit of General Dynamics this week started building the yet-unnamed **SSS-787 Virginia-class attack submarine** — the 13th vessel of the class and the second to begin construction this year. This is the first time in 22 years the Navy is building two same-class subs in the same year, the service notes. The Navy pursued the two-per-year sub-building contracts to help curb costs and cut construction times. Electric Boat won the \$1.2 billion construction contract in April.

"To get to this important point, our Navy/industry shipbuilding team executed a very successful design-for-affordability program that yielded significant cost savings and has allowed the Navy to increase production in a fiscally

responsible manner," says Rear Adm. David Johnson, program executive officer for submarines. "A great deal of our success comes from increasing construction efficiencies."

The last two subs, he says, were delivered in 65 months, eight months before their contracted delivery date. "We are well on our way to getting that number down to 60 months for our two fiscal year 2012 authorized boats [SSN-788 and SSN 789]," he said in a statement. The design-for-affordability program involved redesigning portions of the Virginia class to reduce costs and construction time, the Navy notes. "The program has yielded significant cost savings for the Virginia class, reducing its per-submarine acquisition costs by nearly 20 percent while shortening their construction span from 84 months to 60," the service says. "These efforts significantly contributed to the Navy's transition to building two Virginia class submarines per year." "Our team has been diligently driving down the cost and construction time of these submarines to get to this key two per year milestone," says Capt. Michael Jabaley, who was recently selected to be a rear admiral and Virginia-class program manager. "Building two submarines per year is the most economical way to procure these boats."

Navy officials cite the **Virginia-class** program as a template to procure and build other vessels such as the proposed SSBN(X) replacement for ballistic missile submarines. Some analysts have suggested the Navy should delay the SSBN(X) and use modified Virginias for ballistic missile missions to save on costs. The redesigned Virginia would cost about \$3.5 billion, according to naval analyst and author Norman Polmar, compared to the SSBN(X) vessel slated to cost between \$5 billion and \$7 billion per each — provided the design and building of the new class plays out as planned.

The Navy has never been shy about investing in its submarines, which ranked as the third-highest service expense between 1999 and 2008, with about \$16.2 billion in contracts and contract modifications, according to an exclusive

Aviation Week Intelligence Network analysis of Pentagon contracting data aggregated by the National Institute for Computer-Assisted Reporting. That amount does not include what the Navy spends on the nuclear reactors to run the subs, as well as nuclear-powered aircraft carriers. **Source : Aviationweek**

Amphibious vessels to strengthen Navy; Government clears acquisition of 8 assault crafts

The government has cleared the Rs 2,176-crore acquisition of eight specialised vessels or LCUs (landing craft utility), capable of "hard beaching" on enemy shores, to boost the country's amphibious warfare and island protection capabilities. This comes even as the defence ministry is finalizing another project to acquire four huge amphibious warfare ships, called Landing Platform Docks (LPDs) for "stand-off beaching", for around Rs 16,000 crore.

The LCUs and LPDs will help in swiftly transporting thousands of troops, heavy weapon systems and infantry combat vehicles over long distances to take the battle right to the enemy mainland. The Cabinet Committee on Security cleared the LCU project for the eight amphibious assault vessels, to be built by the Kolkata-based defence PSU Garden Reach Shipbuilders and Engineers Ltd, a couple of days ago. "The first LCU will be delivered in three years," said an official. The LCUs are likely to be based at India's first and only regional 'theatre command', the strategically-located Andaman and Nicobar Command (ANC), which will complete 10 years of existence next month. With additional airstrips, OTR (operational turn around) bases and jetties, ANC is slowly being transformed into a major amphibious warfare hub. A strong military presence in the 572-island archipelago is considered imperative to counter China's strategic moves in the Indian Ocean as well as ensure security of the sea lanes converging towards Malacca Strait.

The armed forces have been sharpening their amphibious warfare skills with a series of exercises over the last few years to practice blitzkrieg assaults on enemy territory from the sea. All this gained momentum after the induction of the 16,900-tonne **INS Jalashwa**, known as **USS Trenton** earlier, and its six UH-3H Sea King troop-carrying helicopters for around \$88 million from the US in 2007. The second-hand Jalashwa, currently undergoing a refit, has given the Navy "strategic sealift capabilities" since it is capable of transporting four landing craft, six helicopters and a battalion of 1,000 fully-armed soldiers or a squadron of tanks over large distances. The Army, on its part, has three specifically-earmarked amphibious brigades, with almost 10,000 soldiers, one based in South India, another in West India and the third at ANC.

The Navy in recent years has also inducted other large amphibious warships like **INS Airavat**, which can carry 10 main-battle tanks, 11 combat trucks and 500 soldiers. Incidentally, the four new LPDs, which will be built by Hindustan Shipyard (HSL) as well as private shipyards in collaboration with a foreign manufacturer, will be similar to **Jalashwa** in terms of size and sea-lift capabilities. **Source : Indiatimes**

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PT PAL Builds Sea Drilling Dock

State shipbuilder, PT PAL Indonesia, is currently completing the construction of an offshore dock for sea drilling. "We're building a dock for oil and gas drilling," said CEO Harsusanto on Thursday in Jakarta. The construction is to fulfill the contract made with Santos Limited, an Australian oil and gas company. The investment required for the construction is Rp130 billion. The dock will be located in northern Pasuruan, East Java. Next year, the House of Representatives will approve a state capital participation amounting to Rp1.39 trillion for PT PAL. **Source : TEMPO Interactive**



At the IHC MERWEDE shipyard in Kinderdijk the **CHANG JIANG KOU 01** was launched yesterday
Photo : Jan van Heeteren ©



Otto Marine bags \$77.0m orders for AHTS vessels from Go Marine.

New vessels are ordered by Go Marine Group Pty Ltd., which has just acquired an 8,000bhp AHTS vessel for US\$24.0 million. 12,000bhp AHTS vessels are expected to be delivered in 3Q 2012 and 1Q 2013 respectively, Otto Marine said Friday. The 8,000bhp AHTS vessel will be delivered in a naming ceremony held at Keppel Bay Marina. Otto Marine Limited, a leading offshore marine company which specializes in building complex offshore support vessels, ship chartering and offers specialized offshore services, is pleased to announce that it has secured newbuild orders for two units of 12,000bhp AHTS worth US\$38.5 million each from Go Marine Group Pty Ltd. (Otto Marine holds 19.0% equity interest in Go Marine), Otto Marine press release said.

These two units are expected to be delivered in 3Q 2012 and 1Q 2013 respectively. The 12,000bhp AHTS vessels, 78.2m x 18.5m, are well-equipped with the latest technology and equipment, and its powerful engines are capable of delivering 150T bollard pull. Go Marine has also procured one 8,000bhp AHTS vessel identified as "GO Rigel" from Otto Marine for a consideration of US\$24.0 million, as announced by the Group on September 8, 2011. It is a dynamically positioned class 2 AHTS well-equipped with Niigata engine that is capable of delivering 120T bollard pull. The vessel will be handed over today during the naming ceremony held at Keppel Plaza Berth at Keppel Bay Marina, after which it will be deployed to the Bass Strait in Australia for a contract supporting the Origin Yolla Field Development. Mr Lee Kok Wah, President cum Group Chief Executive Officer says: "These two new orders are placed almost immediately by Go

Marine after their first purchase of the 8,000bhp AHTS. These orders placed demonstrate the positive synergies we can harness from association with GO Marine. Go Marine operates over 20 offshore support vessels currently. This 8,000bhp vessel will be the first vessel that Go Marine has acquired from Otto. I believe we are well-positioned to benefit from the robust growth opportunities available in the growing oil & gas market in Australia.” Singapore-headquartered Otto Marine Limited is an offshore marine group engaged in specialized shipbuilding of offshore vessels for primarily deeper water applications. The shipbuilding yard also does ship repair and conversion. In addition, Otto Marine charters out its own fleet of sophisticated Anchor Handling Tugs and Offshore Support vessels for mainly deeper water applications. In continuation of its expansion strategy, Otto Marine is the majority shareholder in the seismic operator, Reflect Geophysical. Go Marine is an Australian-incorporated company in the business of providing offshore and inshore marine services to the oil and gas industry. Its core competencies include: (a) ship management; (b) marine / construction crewing; (c) marine consultancy; (d) rig moving; and (e) the supply of anchor handlers, barges, PSV's and tugs to the oil and gas industry. **Source : PortNews**



The **REM FORTRESS** seen during sea trials from Kleven Verft / Ulsteinvik Norway 10.09.2011.

Photo : Svetozar Catovic RRM ©

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K Line starts new Thailand-East India service

K Line has enhanced its East India service following the launch of a new service on Wednesday. The new Thailand-East India Express (TCX) service started from Laem Chabang as a slot operator. The port rotation is Laem Chabang, Singapore, Port Klang, Chennai, Visakhapatnam, Port Klang, Singapore, and back to Laem Chabang. “With this new direct service, the transit time from Laem Chabang to Chennai will reduce to eight days,” K Line said. K Line presently

operates another weekly service INDFEX-2 calling at Busan, Shanghai, Hong Kong, Shekou, Singapore and East India.
Source : Seatrade Asia



The **BERGE BUREYA** seen outbound from Rotterdam – Photo : Harry van den Berg ©

ESPO2 oil pipeline's "golden joint" welded in Primorsky Territory

September 9, 2011, employees of Transneft completed welding of the final joint of the 2nd phase of the 5,000km-long pipeline Eastern Siberia - Pacific Ocean (ESPO-2), the largest in the world, Transneft said Friday. The company boasts that the entire pipeline has been completed in less than 20 months. Transneft commenced construction of ESPO-2 on January 14, 2010. It was just two weeks after the commissioning of the ESPO-1, and the first Russian crude oil shipment from the port Kozmino. In December 2010, Transneft workers welded the thousandth km of the ESPO-2 pipeline. Projected annual capacity of the ESPO-2 is 30 million tons, with further throughput increase to 50 million tons. The pipeline commissioning is scheduled for the end of 2012. Moscow-based Transneft is the state-owned Russian company responsible for the national oil pipelines. Transneft owns the largest oil pipeline system in the world, with a total network length of nearly 50,000 km. The company transports about 93% of the oil extracted in Russia.

Source : PortNews



Above seen the NileDutch-operated **Benguela**, 1998, (ex-Cielo del Peru, ex-Friedrich Oldendorf and ex-Rio Grande), seen entering Pointe Noire Port (Congo)
Photo : Chris van den Boogaard ©



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The Cruise sailboat **ROYAL CLIPPER** seen anchored off Taormina – Sicily (Italy)
 Photo: J.C. Rossini - Col. Laire José Giraud - Santos-Brazil

Not a single port project awarded this year by shipping ministry

The shipping ministry has failed to award a single port project out of a planned 24 this year, with a total outlay of Rs17,000 crore. This comes even as the government on Thursday earmarked Rs22,000 crore to set up nine ports in the next five years. Mandarins blame the delay on inter-ministerial approvals. But truth be told, the slack is on for sometime now. Half the projects to be bidded out are carryovers from the past, valued at around Rs13,000 crore. These include a 2009-10 plan to create a mega container terminal at Chennai port costing Rs3,686 crore and a mechanised berth at Vishakhapatnam for Rs218 crore. While the former awaits environmental nod, the latter needs security clearances. Pending from the last fiscal, on the other hand, is the fourth container terminal at Jawaharlal Nehru Port Trust (JNPT) worth Rs6,700 crore, which got entangled in litigations.

The development of a standalone container handling facility with a quay length of 330 metres at JNPT has also met the same fate. Last fiscal, of a targeted 21 projects, the ministry could award only eight worth around Rs3,330 crore. Ganesh Radhakrishnan, advisor, PricewaterhouseCoopers, said barring the proposed projects, new capacity additions at major ports would be difficult as projects will turn more complex in nature and could face serious dredging and land acquisition issues. Akshay Soni and Pratima Swaminathan, analysts with Morgan Stanley, while writing a note on

Mundra Port on Tuesday, said work on only 26% of the total port projects proposed under the National Maritime Development Programme (NMDP) is under progress.

According to them, while 10% of the projects have been dropped, 32% remain at a preliminary stage and 18% under approval process; 5% have been approved, but not awarded. A minuscule 9% have been completed. The NMDP had envisaged creating an additional capacity of 431 million tonnes at the major ports at a cost of Rs62,700 crore by the end of this fiscal. The ministry, however, is confident many projects will be awarded in quick succession. "The legal issues over the JNPT terminal has been sorted out and it will be awarded soon, as will the Chennai and Vizag projects. We have received the pending approvals in the case of both the projects," said Rakesh Srivastava, joint secretary (ports), ministry of shipping. The maritime perspective plan 2020 unveiled by the ministry in January this year, envisages creating 3,200 million metric tonne capacity over the next ten years, equally divided between private ports and government trusts. That would mean adding nearly 200 million tonne capacity every year. Hemant Bhattbhatt, senior director, Deloitte, the consultant, said such slack at the central level would mean states governments can benefit through port projects planned under their maritime boards. "Gujarat could benefit further as it has been very robust in developing new ports," Bhattbhatt said. "If India continues to lag on port infrastructure, bigger ships will increasingly get diverted to foreign ports which will make import-export costlier and inefficient. To boot, we are seeing evidences of congestion at existing ports," said Radhakrishnan. **Source : DNAIndia**



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

CM Hammar's top priority is you and your safety at sea.

To help keep you safe, we kindly ask you to pay attention to this Safety Alert.

This **Safety Alert** was recently distributed to shipping authorities and advertised in the trade press, boating magazines and digital media worldwide. The **Hammar Hydrostatic Inflator** is attached to the lifejacket with a sealing ring. In 2006, **CM Hammar** upgraded the sealing ring with new state of the art raw materials, to eliminate potential defects and increase long term durability. A small number of sealing rings manufactured before 2006 have suffered premature material degradation, most likely after being exposed to extreme environmental conditions. When exposed to high temperature and high humidity for a long period of time, the sealing ring might become stiffer, change colour and in severe cases cracking of the plastic may occur. The change does not occur overnight and can be detected at the recommended service or inspections.

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http://www.cmhammar.com/see-the-movie/annual_service/movie.html

Lifejackets manufactured after 2006 are not affected by this Safety Alert.



The **CHARLOTTE MAERSK** just completed the extension of the superstructure in China as reported earlier in the newsclippings and arrived for the first time in Rotterdam with the higher superstructure - **Photo : Rik van Marle ©**

DP World, Cochin Port closer to cabotage exemption for Vallarpadam

The International Container Transshipment Terminal (ICTT) at India's east coast Port of Vallarpadam is reportedly on track for an exemption from cabotage regulations, which like most jurisdictions, restrict coastal shipping to national flag vessels, Shipping Gazette reports. But having foreign large containership being restricted to a single port flies in the face of efficiency, involving the needless loading and re-loading of boxes. Such considerations have induced India's shipping secretary K Mohandas to look favourably on opening the trade to foreign vessels, reports the Times of India. But Indian shipping companies are lobbying hard to retain cabotage rules, arguing that Indian vessels need protection. If ICTT is granted exemption, other Indian ports will want the same, they say. Both Cochin Port Trust (CPT) and DP World, which set up ICTT as a joint venture, have been pressing for an exemption, and are backed by the Kerala state government, which is intensifying lobbying for relaxation.

"This will be forcefully taken up when the Kerala government team led by chief minister Oommen Chandy visits New Delhi from September 22," said Kerala Ports Minister K Babu. Cargo ships from foreign countries should be able to move freely after transshipment at Vallarpadam, say proponents of relaxation. If foreign feeder vessels are not permitted to ship cargo from Vallarpadam, they will opt for Colombo in Sri Lanka, a CPT official said. DP World and CPT also say Indian feeder vessels do not have adequate capacity to handle containers that are expected at Vallarpadam. There are only 13 Indian ships that act as feeders from ICTT, and they together have a capacity of 12,156 TEU, whereas the projected level of cargo to be handled at Vallarpadam in the first year was 775,000 TEU. Shipping Corporation of India chief executive S Hajara denies the claim. "There is enough capacity in Indian feeder vessels for handling containers arriving at Indian ports," he said. **Source : PortNews**

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The **JADE** seen moored at the Tata terminal in IJmuiden – Photo : H. Blomvliet ©

More Great Lakes bulkers on order

Canada Steamship Lines (CSL) is exercising its option for building two new self-unloading dry cargo vessels, bringing to four the number of ships on order in its major fleet-renewal program.

The Montreal-based Great Lakes-Seaway carrier has two self-unloading Lakers currently under construction at Chengxi Shipyard in Jiangyin, China, scheduled for delivery in autumn 2012. The newly-ordered options will enter service in the spring of 2013. CSL has indicated that it has further options for four additional vessels for delivery during 2013.

The 35,500dwt self-unloaders will measure a Seaway maximum 225.6m by 23.8m wide and feature custom hull design for increased cargo lift, EPA Tier 2 compliant main engines, and automated cargo-handling equipment.

CSL sister company CSL International (CSLI) also has three Panamax vessels on order at Chengxi. All ships will share similar design and technology, and collectively be known as Trillium Class vessels.

"This is a major investment in our company, in our customers and in Canada," said Tom Brodeur, vice-president of marketing at CSL. "These ships will introduce a new level of operational efficiency and environmental performance to the Great Lakes-St. Lawrence Waterway, while providing jobs for Canadian seafarers for the next 25 to 30 years."

CSL and CSLI are divisions of the CSL Group of Montreal, which claims to be the largest owner and operator of self-unloading vessels. With offices in Canada, the US, the UK, Norway, Australia and Singapore, the group delivers more than 80 million tonnes of cargo annually for customers in the construction, steel, energy and agri-food sectors.

Source : The Motorship

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The **TORM UGLAND** seen outbound from IJmuiden – Photo : Erwin Willemse ©

MARITIME ARTIST CORNER



Oilpainting from **Hans Breeman** with an historical view of the arrival of the **ss Nieuw Amsterdam** on a misty morning in Rotterdam. She is seen here with the tugs **AFRIKA** and the **NEDERLAND**, belonging to the Piet Smit Jr. fleet. This scene showing here is somewhere in the fifties.

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.... PHOTO OF THE DAY



The **AIDAblu** seen outbound from Rotterdam – Photo : Ria Maat ©

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