



Number 270 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 27-09-2011**

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

The advertisement for Mammoet Salvage is divided into two main sections. The top section shows a large red and white salvage vessel with a crane, positioned in a body of water with a forested shoreline in the background. The text 'Smart solutions, united experience' is visible in the top right corner of this section. The bottom section has a solid red background. On the left, it features the 'MAMMOET Salvage' logo with a stylized elephant head icon and the text '24/7' in large white font. On the right, it displays the phone number 'PHONE +31 (0)10 2042 445' and the email 'salvage@mammoet.com' and website 'www.mammoetsalvage.com' in white text.



The STENA ALEXITA seen arriving in Rotterdam –Europoort – Photo : Ria Maat ©

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NRB JACKET UPENDED BY HERMOD



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The bulker **KANG FU** outbound from Vancouver harbour Sept 20 2011 - Photo : Robert Etchell ©

Shipowner Is Mothballing First New Supertanker Since 1980s

A shipowner will mothball a newly built supertanker for the first time since the 1980s as a glut of the ships erodes earnings to an unprofitable \$1,000 a day. The tanker, capable of carrying 2 million barrels of crude, will be sent to a natural harbor in Malaysia, Arild Johannessen, an Oslo-based spokesman for Wilhelmsen Ship Management, which will oversee the deactivation, said by phone. He declined to identify the ship because the details are private. Earnings from this class of vessel, which carry about a fifth of the world's oil, last week averaged \$1,000 a day, according to Braemar Shipping Services Plc in London, the U.K.'s second-largest publicly traded shipbroker. Some tankers were contracted speculatively and not secured against long-term charters, according to Holger Romer, spokesman for Hamburg, Germany-based Dr. Peters Group, owner of 19 supertankers. "If you have a new ship that was ordered in '07 and '08, it was at a high price and now if you don't have a charterer, it's a big problem," Romer said by phone. Dr. Peters Group owns 19 supertankers, he said. The largest supertanker fleet in 29 years has cut earnings from the vessels by 96 percent since 2007 when they rose to a record \$229,000 a day, according to data from Clarkson Research Services Ltd., a unit of Clarkson Plc, the world's largest shipbroker.

Owners ordered the most tankers in about three decades in 2007 and 2008, depressing freight rates to a 14-year low, as the fleet swelled almost three times faster than demand, Clarkson data show. The last time new tankers were delivered straight from shipyards to anchorages, a process known in the industry as lay up, was in the 1980s, with

owners sending the vessels to fjords in Norway, Eleusis Bay in Greece and the waters off Malaysia and Sri Lanka, Hong Kong-based Charles de Trenck at Transport Trackers, an adviser on shipping and trade flows, said today by e-mail. Prices for new tankers have fallen 35 percent to about \$100 million, according to EA Gibson, a London-based tanker broker. Those ordered in 2007 and 2008 require daily earnings of \$55,000 to break even, the broker estimated in November. Running costs, excluding fuel, are \$10,645 a day, according to Moore Stephens International, a London accounting firm.

The mothballing is probably the first time in at least three decades that a new supertanker has been deactivated before trading, according to Halvor Ellefsen, a shipbroker at Galbraith's Ltd. in London. "More than anything else, it just shows how many ships there are," said Ellefsen, who has been a broker since 1987. "Even if this happens on a meaningful scale, it's hard to see it saving the tanker industry as ships that get laid up will just come back into the market when freight rates jump." The particular kind of mothballing for this ship is called cold lay-up, which involves anchoring the vessel in a protected area for a "long period of time," and shutting all systems, with a minimum crew on board, according to Johannessen. Warm lay-up means the ship can return to trading more quickly. The supertanker, along with another of the same type already trading, will join another 15 ships already managed at anchor at Labuan, Malaysia, Johannessen said. There are 152 supertankers contracted to be built at Asian shipyards, and 570 in the fleet trading today, according to Clarkson. A record 55 of the tankers, also known as very large crude carriers, began trading in 2010, and 41 have joined so far in 2011, Clarkson data show. There was an overhang of 50 VLCCs, Jens Martin Jensen, chief executive officer of the management unit at Frontline Ltd., the largest supertanker operator, said on a conference call Aug. 26. **Source: Bloomberg**



The **NORD NIGHTINGALE** seen enroute Amsterdam – **Photo : Ruud Coster ©**

Baltic index rises, ship market outlook fragile

The Baltic Exchange's main sea freight index, which tracks rates to ship dry commodities, rose for a fourth session on Friday helped by continued iron ore and coal cargo bookings to Asia. Brokers said growing vessel supply, which was outpacing commodity demand, was set to cap dry bulk freight rate gains in the coming months with growing challenges to the world economy adding to headwinds. "The current strength in the spot market is likely to extend through next week. Capesize Atlantic basin availability remains tight and overall spot chartering activity is expected to remain firm," said Jeffrey Landsberg, managing director of dry bulk consultancy Commodore Research. The overall index rose 1.91 percent or 36 points to 1,920 points. The index had risen to its highest level in nearly nine months earlier last week. The recent rally has been driven by firmer coal and iron exports from Australia and Brazil to China, which boosted the larger capesize market. Coal imports into Japan have also picked up while active freight derivatives trading prior to a paper sell-off in the middle of last week had also bolstered sentiment.

Manufacturing in Australia had been disrupted earlier this year by floods, while Japanese import demand had been affected by an earthquake. Last month, the index, which gauges the cost of shipping commodities including iron ore, coal and grain, dropped to its lowest in more than three months after falling for 18 consecutive sessions. It has remained erratic and is still over 35 percent down from the same period last year. Landsberg said there were signs that Chinese steel production was slightly exceeding demand with steel stockpiles increasing. "Despite this development, there has been no decline in Chinese spot iron ore demand yet," Landsberg said.

"Overall, though, Chinese industrial demand remains strong as the decline in steel prices and rise in stockpiles have not been extreme. We expect no decline in Chinese coal demand." The Baltic's capesize index rose 2.81 percent on Friday with average daily earnings reaching \$28,888 a day in a fourth session of gains and at their highest in a week. Average earnings reached their highest level in nine months earlier last week. Capesizes typically haul 150,000 tonne cargoes such as iron ore and coal.

The Baltic's panamax index fell 0.06 percent. Average daily earnings for panamaxs, which usually transport 60,000-70,000 tonne cargoes of coal or grains, reached \$13,142. Worries over the health of the world economy have signalled more pain in the coming months for dry bulk ship owners, who face a glut of new vessels ordered when times were good. World stocks fell but were off lows and commodities declined on Friday as a pledge by leading economies to shore up the financial system failed to alleviate fears of a Greek default and global economic slump.

The latest quarterly shipping survey by accountancy and advisory firm Moore Stephens showed confidence in the industry slid to an all-time low, with growing economic worries and oversupply battering sentiment. "There could be some nasty surprises, and some tough decisions, in the months ahead for operators and investors alike. But those who are in shipping for the long term will ride it out," said Moore Stephens shipping partner Richard Greiner. **Source: Reuters**



Above seen the ISV **Southern Ocean** installing the last of 6 risers and umbilicals for the **FPSO Glas Dowl** at the Kitan Field, East Timor Sea. **Photo : Grant Webb ©**



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FIRST BLOCK LAID DOWN FOR THE FINESSE

With the sound of fireworks from the **FORTE** floatation ceremony still ringing in our ears, we watched the first block of the keel section lowered down into the dry dock and placed gently onto the dock blocks. In the distance I could see the **FORTE** moored at the quay and could here the full range of sounds that always fill a busy shipyard. Until our friends at GSI lit the fuses of MORE FIREWORKS!

China is credited with the invention of gunpowder and it is clear they like to practice their pyrotechnical skills on any occasion. We expect the **FINESSE** to take shape well within the current schedule. Of the 272 blocks required to form the vessel, 240 have already been delivered to the shipyard. All of us have gained a lot of experience on site thanks to our work on the **FORTE**. Our welding inspectors and the DNV representatives have established solid working relationships with the GSI Project Team. We are confident that **FINESSE** will join her sister ship **FORTE** next year on time and on budget. Of course, we will continue to keep all of our stakeholders informed regularly as we move forward to the delivery of these valuable ships. Source : Philip and Willem / Fairstar

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West African Pirates Want Your Cargo, Tanker Released Without Payment of Ransom

An oil tanker with 23 crew members hijacked earlier this month off the coast of West Africa has been released according to report by the Associated Press. The vessel, the Spanish-owned **Mattheos I**, was boarded Sept. 15 by a group of pirates approximately 62nm SW of Cotonou, Benin while conducting ship-to-ship transfer operations.

The pirates, unlike their Somali counterparts, released the ship without any payment of ransom but rather stole fuel the ship was carrying as cargo. All 23 crew members are reported to be ok except for one who was apparently struck and slightly injured by one of the pirates. The AP says the ship is now off the coast of Nigeria. Since May this year, there has been increasing reports of pirate attacks in the Gulf of Guinea and off the coast of West Africa, prompting the International Maritime Bureau's Piracy Reporting Centre to issue a specific warning in June. Fears that insufficient reporting from the region could mean the actual number of incidents may be far higher than expected. Source : gCaptain

Flexible fallpipe vessel **Stornes** christened



Photo : Michel Kodde (c)

Van Oord's new flexible fallpipe vessel, the **Stornes**, was christened on 24 September. The event, which was attended by hundreds of guests and Van Oord employees, took place at the Wilhelmina dock in Rotterdam, the Netherlands. The christening ceremony was performed by Mrs J. van Vonno, wife of former Supervisory Director W. van Vonno. The **Stornes** is an ocean-going vessel that will be used mainly in the oil and gas industry for precision protection of pipelines and cables down to a depth of 2,000 m. It is the third and - with a loading capacity of 27,000 tonnes - also the largest flexible fallpipe vessel in the Van Oord fleet. The **Stornes** was built at the CIMC Raffles yard in Yantai, China, where it was launched on 20 August 2010.

The name of the new vessel, **Stornes**, is in keeping with the tradition of flexible fallpipe vessels in the Van Oord fleet (**Tertnes**, **Nordnes**). Nes is an ancient word for a peninsula in both Dutch and Norwegian. Stor is the Norwegian word for large. '**Stornes**' therefore means 'large peninsula'. The construction of the **Stornes** is part of Van Oord's comprehensive investment programme for 2011-2015 period, amounting to almost EUR 1 billion.



Photo : Ria Maat (c)

Main features

Name	:	Stornes
Type	:	Flexible fallpipe vessel
Length	:	175 m
Width	:	26 m
Total power installed	:	16,182 kW
Loading capacity	:	27,000 tonnes

The growth of the global economy and the expanding world population are generating a rising demand for energy worldwide. The offshore infrastructure necessary to transport fuel is being extended and improved all the time. By deploying this vessel, Van Oord is enhancing its position as a leading offshore marine contractor.

Missing yacht sails into Kerry port after week-long sea and air search



Arvid Moe from Norway (left), owner of the **Golden Eagle**, and captain Frank Cooper from New Zealand after sailing into Portmagee in south Kerry. The sailors were unaware of the air-sea search for their vessel. **Photo : Domnick Walsh**

THE YACHT **Golden Eagle** and its two-man crew sailed into Portmagee in south Kerry yesterday at 3.05pm, oblivious to the massive sea and air search that had taken place for it over the past week. The search, which had been co-ordinated by the Valentia Coast Guard, had involved coast guards in Norway, where the vessel was headed, the UK and the US. The alarm had been raised after it failed to show up as scheduled in Crookhaven in Cork on September 15th. Alerts had gone out to all shipping

over the past 10 days. The Golden Eagle had a shortwave radio but had no contact with any coast guard until it sailed up the Portmagee channel skirting Valentia Island.

At that time a local ferryman on his way to Valentia Island spotted the yacht and alerted the island's Coast Guard. For most of the 36-day voyage since leaving Bermuda, the yacht could not pick up anything on the radio. In recent days the crew managed to receive "strange languages" but most of the stations seemed to be talking about soccer, said skipper Francis Cooper. Mr Cooper (62), a native of New Zealand, spent seven years sailing around the world between 1997 and 2003 and said at no time did he fear for his life. "Never, not for a moment. I've done this for many years," he said, two hours after making port. A hurricane had hit them in the higher latitudes and they were forced to lower their sails and lay low for "several days", he said. Norwegian Arvid Moe (70), owner of the vessel, was also in fine fettle. The 32ft wooden yacht had been "nailed by two hurricanes" after it set out from Bermuda, Mr Cooper said. The two men will spend some days in the south Kerry area before resuming their voyage to Bergen in Norway. Their immediate plans last night were to sample the local Guinness, said Mr Cooper. **Source : IrishTimes**

CASUALTY REPORTING

Two Killed after Indonesian Ferry Catches Fire



An Indonesian ferry with more than 400 people on board collided with a barge and caught fire Monday, killing at least two, a search and rescue official said. The **KM Marina Nusantara**, traveling from Surabaya in eastern Java, collided with the barge as it approached the city of Banjarmasin in South Kalimantan province on Indonesian Borneo. "The accident happened last Monday after 7:00 a.m.. So far, two people have died. We can't confirm how many are injured, but we are expecting more casualties," said Rusli Ansyah, head of search and rescue in South Kalimantan.

"The boat was carrying 443 people, some vehicles and other goods. Everyone has now been evacuated and some have been taken to hospital," he said. The Indonesian archipelago of more than 17,000

islands has a poor sea safety record, and fatal accidents are common. Thirteen people were killed when a boat sank Saturday off East Java province, and 25 people were killed off the resort island of Bali when their boat sank last week.

Source : The Kompas

NAVY NEWS

Japan to Build New Helicopter Carrier

Japan plans to build a 19,500-ton aircraft carrier capable of housing helicopters after China launched its first own aircraft carrier, Chinese media reported on Wednesday. Japan already has two helicopter carriers -- the [Hyuga](#) deployed in March 2009 and the [Ise](#) deployed in March 2011 -- but the planned new vessel will be bigger.

The 22DDH is scheduled for deployment in 2015. It will be 248 m long and cost around US\$1.04 billion. It is 30 percent bigger than the [Ise](#) (left) and can carry 14 helicopters. The [Ise](#) measures 197 m, has a displacement of 13,500

tons, and can carry 11 helicopters. Although dwarfed by China's aircraft carrier, which is 320 m long and can carry 50 fighter jets, the Japanese vessel will be equipped with the latest U.S. weapons systems to maximize its capability. It will be equipped with the Raytheon air and missile defense system, which has so far only been installed on U.S. vessels, and 11 missile launchers. Japan had several aircraft carriers during World War II, but since its defeat it has focused on developing helicopter carriers, which are deemed purely defensive. It appears to be bolstering defenses to counter China's increasing submarine warfare capabilities. The new carrier will house mainly helicopters designed for

anti-submarine warfare operations. There are increasing calls within Japan to modify the 22DDH for fighter jets. But critics say it would be unrealistic to build such an aircraft carrier since its navy has only 45,000 personnel and the already-indebted government would run deeper into debt. Chinese media speculated that Japan could buy Lockheed Martin F-35B stealth fighters capable of vertical takeoff and landing and base them on the new carrier.

Japan is also speeding up the development of stealth fighters and drones. Since 2009, it has



invested 39 billion yen (around W562.2 billion) on development of an indigenous stealth fighter codenamed ATD-X. A prototype is expected to be unveiled in 2014 and development is to be complete in 2016. Japan's Defense Ministry is also spending 15 billion yen this year on developing drones and robots. One unmanned helicopter has already been deployed with the Self-Defense Forces, while four prototype drones have been developed. **Source : The Chosunilbo**

DND feared Sikorsky would cut corners on helicopter deal

Canadian Defence Minister Peter MacKay was warned the manufacturer of the Air Force's new maritime helicopters might be tempted to cut corners in the rush to get the long-delayed program back on track, say internal documents. "The remaining elements for the interim [maritime helicopter] delivery are all safety related and it is crucial that DND remain diligent to ensure Sikorsky does not take inappropriate risks to keep schedule," said a Nov. 23 briefing note.

The advice came soon after a scathing report by the auditor-general, who'd singled out the CH-148 Cyclone program for delays and cost overruns. Less than three weeks after Sheila Fraser's assessment, U.S. helicopter giant Sikorsky advised the federal government it wouldn't meet a Nov. 30, 2010, deadline to land the first helicopter for "limited training and operational testing". Officials vented their frustration in the note, portions of which were underlined for emphasis. It urged both politicians and defence officials to take a deep breath and not get involved in any further debate -- or request changes. "It is also paramount that DND not interfere or influence the conduct of activities, as this would provide Sikorsky rationale for excusable delay." Ottawa's \$5.7 billion plan to buy 28 new helicopters to replace

the geriatric Sea Kings, which fly off the decks of warships, have been hit with repeated delays. "National Defence did not adequately assess the developmental nature of this aircraft and the risks related to cost," said the report of former auditor-general Sheila Fraser. A spokesman for Sikorsky played down the briefing note comments, saying defence officials were just reminding everyone of the importance of following the proper procedures. "Safety is the highest priority for everyone working on this program," Paul Jackson said. "As evidence, we voluntarily grounded the Cyclone aircraft ourselves during sea trials when a problem was detected, despite the schedule implications of that decision." The first Cyclone was delivered for flight testing at the air base in Shearwater, N.S., last May, almost six months behind the last agreed schedule and years off its original target date. The CH-148 design is based on Sikorsky's existing and commercially-successful S-92 helicopter, but producing a military version has been a daunting task for engineers. The missed deadline last fall represented the second time Sikorsky had fallen short on its promises after it was originally supposed to deliver fully-certified helicopters to the Air Force in late 2008. Just before that deadline, Ottawa agreed to a contract extension to 2012.

After that first delay, the government and the company agreed that "interim" aircraft would be available on Nov. 30, 2011 in order to allow the Air Force to train crews. Those helicopters would not include all the necessary software to conduct a full range of missions and would not have the ability to exchange tactical data with its home vessel. Defence officials noted with the Nov. 30 deadline looming, several critical matters remained incomplete, including the submission of engineering reports that allow defence officials get airworthiness certificates. In order to help the process along, the defence project team set the lowest "most basic level of airworthiness certification", which restricted the helicopter to flying over land and only during daylight. Even with those restrictions, the deadline couldn't be met. The frustration of defence officials boiled over last spring with the threat to impose \$8 million in contract penalties. Like Sikorsky, defence officials played down the frustration in a written statement. The Maritime Helicopter Program "faced its share of challenges; completion of the project is taking longer than expected," defence spokeswoman Kim Tulipan said. "However, the government, the Canadian Forces and Sikorsky are collectively working towards delivering the fully compliant helicopters starting in June, 2012." Her response brushed aside questions about safety by saying "efforts are under way to complete and validate the appropriate airworthiness certification documentation." Ms. Tulipan noted that the government has not formally accepted the helicopter and Sikorsky remains the owner. She said the test aircraft has completed limited trials for landing on ships. **The Canadian Press**

Turkey to unveil its own made warships



This file photo shows **TCG Heybeliada**, Turkey's first major domestically made warship, will be put to sea from the Pendik shipyard and was delivered to Turkish Navy on Tuesday. **DHA photo**

Turkey's first major domestically made warship, the **TCG Heybeliada**, was formally delivered to the Turkish Navy on Tuesday. A second ship of the same "corvette" class – small, manoeuvrable and lightly armed – will be put to sea at an Istanbul ceremony expected to be attended by President Abdullah Gül.

The Turkish Navy's moves come amid rising tensions with Israel in the eastern Mediterranean. Prime Minister Recep Tayyip Erdoğan, Defense Minister

İsmet Yılmaz, Chief of General Staff Gen. Necdet Özel and other dignitaries will also attend the ceremony at the Turkish Navy's Pendik shipyard in Istanbul.

The **TCG Heybeliada** and the **TCG Büyükkada**, which will be put to sea from the **Pendik shipyard**, are the first two ships in Turkey's MİLGEM program, from the Turkish words "Milli Gemi" (National Ship). The program calls for the design, development, outfitting, integration and construction of 12 patrol and anti-submarine warships, four of them optional, produced with the eventual objective of exporting the vessels to allied and friendly countries. The corvettes are capable of performing a variety of tasks: reconnaissance and surveillance, target detection, recognition and identification, early warning, base and coastal defense, anti-submarine warfare, surface warfare, anti-air warfare, amphibious operations and patrolling. The MİLGEM program aims to reduce Turkey's dependence on foreign ship-makers for ship design, construction and systems integration, and for the construction and integration of naval and private shipyards. MİLGEM's first prototype ship, the **TCG Heybeliada**, has been built by the Istanbul Naval Shipyard

of the Turkish Naval Forces Command, while the procurement of supplementary design and construction services, systems and materials has been provided by the Undersecretariat for the Defense Industry, or SSM. The MİLGEM program kicked off in 2004. The **TCG Heybeliada's** construction began in September 2008. This first national warship is scheduled for delivery to the Turkish Navy on Tuesday, while the second ship of this class, the **TCG Büyüka**, is also scheduled to be put to sea. More than 50 domestic companies have contributed to the **TCG Heybeliada**, more than 65 percent of which was locally produced. A mono-hull vessel, the **Heybeliada** has a length of 99 meters and a displacement of 2,300 tons. One MİLGEM corvette can carry a 10-ton helicopter. Its anti-submarine and surface-warfare capabilities are enhanced with the integration of a 76-mm main gun and a harpoon-guided missile system. MİLGEM corvettes will be sold to any interested allied and friendly countries. After the completion of the MİLGEM program, the next project will be the design, development and construction of a national frigate, a larger ship. This program will be open to cooperation with interested foreign companies. **Source : Hürriyet Daily News**

Rs 3 lakh crore plan to boost India's naval might



Jostling for the same strategic space with China in the Indian Ocean and beyond, with the oil exploration stand-off in South China Sea being just the latest indicator, India is slowly but surely building a Navy for the future. A powerful three-dimensional Navy, which can protect India's geo-strategic interests stretching from Hormuz Strait to Malacca Strait, will not come cheap. Neither will it be built overnight. Calculations show ongoing warship, submarine and maritime aircraft acquisition programmes as well as some concrete projects in the pipeline will together cost well upwards of Rs 300,000 crore. When Admiral Nirmal Verma on

Saturday commissions the second fleet tanker from Italy, the 27,500-tonne **INS Shakti**, Navy's force-levels will stand at 132 ships, with just over 50 "major combatants" and 14 ageing submarines. But the numbers will dip in the coming months, with older ships slated for retirement. China, in contrast, has close to 100 major warships and over 60 submarines, and is now increasingly flexing its muscles in international waters.

India cannot hope to match it. The good news, however, is there are 46 ships "on order" for Navy at different domestic shipyards, along with aircraft carrier **INS Vikramaditya** (refitted **Admiral Gorshkov**) and three Talwar-class stealth frigates being built in Russia, say defence ministry sources. Ranging from two aircraft carriers, six submarines and seven guided-missile destroyers to four anti-submarine warfare corvettes, nine naval off-shore patrol vessels and eight amphibious craft, the combined price tag for these 50 ships comes to over Rs 100,000 crore.



There are also two other major projects taking concrete shape now. One, the Rs 52,000 crore 'Project-75India' to acquire six new-generation stealth submarines, equipped with land-attack missiles and air-independent propulsion, for which the global tender is now in the final stages. Six Scorpene submarines are already being constructed at Mumbai-based Mazagon Docks (MDL) for Rs 23,562 crore.

Then, seven more stealth frigates are to be built at MDL and GRSE (Kolkata) under Project-17A for around Rs 45,000 crore. This will follow the three 6,200-tonne stealth frigates built at MDL for Rs 8,101 crore, **INS Shivalik**, **INS Satpura** and **INS Sahyadri**, with only the last now left to be delivered. Navy is also going in for new carrier-borne fighter jets and maritime patrol aircraft as well as multi-role helicopters and spy drones, which together will cost

around Rs 85,000 crore. These include 45 Russian MiG-29Ks for \$2 billion and 12 American P-8I long-range reconnaissance aircraft for over \$3 billion. The biggest warships currently under construction are the 44,570-tonne **Vikramaditya** and the 40,000-tonne indigenous aircraft carrier (IAC) being built at Cochin Shipyard. With **Vikramaditya** to be inducted by early-2013 and IAC by 2015, India hopes to deploy two potent carrier battle-groups by the middle of this decade. Another lethal punch will come when India's own nuclear submarine, the over 6,000-tonne **INS Arihant** being built at Vizag, becomes operational next year.

SHIPYARD NEWS



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After colliding with each other the last week of August, the **DAMIAN** (right) and the **XETHA BHUM** both seen together again at the **ST Marine shipyard** in Singapore where both vessels are under repair **Photo : E. Knisp ©**

AL RAWDAH UNDER REPAIR IN SINGAPORE



The **AL RAWDAH** seen in drydock at **Jurong Shipyard** in Singapore where a part of the ships bottom is getting replaced after the grounding off Batam last July - **Photo's : E.Knisp ©**



Modern ship repair facility coming up near Chennai

Tamil Nadu will have the first and the most modern ship repair facility which will become operational in the next couple of months, according to a top official of Larsen and Toubro. The Rs. 4,000-crore project is being set up jointly by L&T and Tamil Nadu Industrial Development Corporation (TIDCO) in two phases on a 1,200-acre of land at Kattupalli, about 29 km from Chennai, through 'L&T Shipbuilding Limited' (LTSB), for developing a minor port and building specialised ship, along with a repair unit. Talking to The Hindu, M.V. Kotwal, member of L&T Board, president – Heavy Engineering, said: "We chose Tamil Nadu as it is closer to the international shipping lane. Even though there are two or three ship repair facilities in the country, they are outdated. The oncoming facility is the first one being built in India with no foreign assistance and will have the unique ship lifting facility. We can handle six to seven ships at a

time. At present, the closest ship repair facilities in Asia are in Singapore and Colombo.” As per the plan, the project will have facilities to build offshore platforms, drilling rigs and a floating production, storage and offloading unit for oil and gas sector; heavy engineering fabrication and components production for ship building; a minor port that can handle container ship; and a unique 18,000-tonne ship-lift with repair facilities.

“In the first phase, we will build defence and highly specialised commercial ships to compete with Japanese and Korean shipyards. We will also handle container ships and decide about chemical vessels in the next phase,” he said.

Stating that the need of the hour was to have a good connectivity to NH5, he said the matter had been taken up with the State government and National Highways Authority of India (NHAI) authorities to move goods and containers easily between Ennore and Kattupalli.

“We will have an excellent four-lane road within our premises. We do not have problems for water and power. In Minjur, we will provide housing facilities for limited numbers. We have identified 90 families in the surrounding area and built 110 houses. The next stage is to have better schools and to develop the area,” he said. LTSB is setting up a Marine Design Centre in Chennai that can train about 100 engineers with the help of advanced technology and a skill training centre at Kattupalli. “This facility will provide direct employment to about 10,000 people and would enable at least 10 to 15 ancillaries to supplement our shipyard by setting up their shops here,” he said. **Source : The Hindu**



The **STENA BRITANNICA** seen in drydock at **Keppel-Verolme** in Rotterdam-Botlek

Photo : Rob de Visser ©



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Succesvolle tewaterlating hefeiland NEPTUNE



The launch ceremony for the **NEPTUNE** took place on 23 September 2011 at the IHC Merwede shipyard in Krimpen aan den IJssel, The Netherlands. The self-elevating heavy-lift jack-up vessel is being built by IHC Merwede for GeoSea NV, the offshore marine construction specialist company within the DEME Group, based in Belgium.

The contract for the detailed design, construction and delivery of the vessel was signed between GeoSea and IHC Merwede on 16 September 2010 and the keel was laid on 25 March 2011. The vessel will be operational in the first quarter of 2012, which equates to an impressively short lead time of a year and a half – from signing the contract to delivery – for this complex, hightech and unique vessel. The 60-metre long and 38-metre wide DP2 (dynamic positioning) self-propelled jack-up vessel is equipped with a dedicated 600-tonne crane that is fully integrated into the hull. The **NEPTUNE** will be perfect for the transport and installation of offshore wind turbines and any other heavy marine offshore structures. Once operational, the **NEPTUNE** will be provided with a Green Passport delivered by American Bureau of Shipping (ABS). On delivery to GeoSea in early 2012, the vessel will start its first assignment on Thorntonbank off the Belgian coast, where it will perform the installation of 48 wind turbines for the second and third stages of the C-Power offshore wind farm. Then, it will move to German waters in the North Sea for the construction of the Trianel West Borkum II wind farm (45km north of the East Frisian Island of Borkum) and the EnBW Baltic 2 wind farm (32km north of the island of Rügen). The new jack-up vessel has been given the name, **NEPTUNE**, as this god of the seas represents the universal ocean of oneness with all beings. Therefore, Neptune is strong, unyielding,

indomitable, idealistic and imaginative. Neptune is considered to be a planet of inspiration, dreams and creativity. All of these characteristics are an ideal match for GeoSea's aims and values.

Main features:

Hull	
Length	: 60m
Breadth	: 38m
Depth	: 6m
Design draft hull	: 3.9m
Legs	: 4
Type: circular section, diameter	3.5m
Leg length	: 80m

Jacking system

Type	: GustoMSC hydraulic positive engagement
Drive	: electro-hydraulic
Capacity	: 2,750t preload per leg

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Seen offshore Malaysia the **Rockwater 2** installing new risers at the **FSO ABU** - Photo : Richard Qualm ©

Third East Asia week of action begins today

ITF inspectors and members of seafarer and docker unions begin a week of action (26 to 30 September) today at major ports in Japan, Korea, Taiwan and Russia. Staggered weeks of action are being held in Indian and Sri Lanka in September, November and December, with inspections taking place this week in Cochin, Chennai, Colombo and Tuticorin. The action – the third this year – is linked to the ITF's flags of convenience and ports of convenience campaigns, and will focus on the condition and provision of lifesaving and cargo-related equipment, as well as on crew terms and conditions. In Japan, checks will be made at the port of Mishima-Kawanoe following reports of injuries, particularly among casual workers working long shifts there. Trade unionists will rally outside the premises of shipowner Kotoku Kaiun, which has refused to sign ITF agreements, as well as in front of the head office of Dowa Line in Tokyo.

In Korea, activities will take place at the ports of Pusan, Incheon and Ulsan, followed by rallies at Pohang, Pusan and Incheon in support of the ILWU union's struggle to represent workers at the Port of Longview, which is part owned by Korean company STX. In the Russian Far East the following ports will be targeted: Vladivostok, Nakhodka and Vostochniy.



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P&O's **ARCADIA** seen departing Southampton for Malaga in nice lighting conditions.

Photo : Chris Brooks - www.ShipFoto.co.uk (c)

First VLCC Order with the New G-Type Engine

Athens-based ship management company Almi Tankers S.A. will be the first to equip two VLCCs with the very first new 7G80ME-C9.2 engine launched by MAN Diesel & Turbo. The engines will be built by Hyundai Heavy Industries in South Korea with test bed running in January 2013. The vessels will be built at DSME in South Korea, with delivery scheduled for May and December 2013.

MAN Diesel & Turbo states that it is also currently involved in several, active VLCC projects where the G80ME-C9.2 is the preferred engine choice. Indeed, this vessel type was originally the primary target behind the introduction of the G80ME-C9.2 engine. The shipping industry is currently debating whether or not VLCC lay-out speed should be reduced to 13 knots from the existing 15 to 15.5 knots, a scenario which the G80 is tailor-made to meet.

Ole Grøne – Senior Vice President Low-Speed Promotion & Sales – MAN Diesel & Turbo said: “Traditionally, super long stroke S-type engines, with relatively low engine speeds, have been applied as prime movers in tankers. Following the efficiency optimization trends in the market, the possibility of using even larger propellers has been thoroughly evaluated with a view to using engines with even lower speeds for propulsion of particularly VLCCs”. He continued: “VLCCs may be compatible with propellers with larger propeller diameters than the current designs, and thus high efficiencies following an adaptation of the aft hull design to accommodate the larger propeller. The new ultra long stroke G80ME-C9.2 engine type meets this trend in the VLCC market. It is estimated that such new designs offer potential fuel-consumption savings of some 4-7%, and a similar reduction in CO2 emissions. Simultaneously, the engine itself can achieve a high thermal efficiency using the latest engine process parameters and design features.

Earlier this summer Athens-based ship owner Thenamaris placed an order for four 6G80ME-C9.2 engines to power 4 x 5,000-teu container vessels, to be built by Hyundai (HSHI) in South Korea. The G-type programme The G-type programme was introduced to the market in October 2010 with the G80ME-C9 model. MAN Diesel & Turbo subsequently expanded the ultra-long-stroke programme in May 2011 with the addition of G70ME-C9, G60ME-C9 and G50ME-B9 models. The G-types have designs that follow the principles of the large-bore Mk-9 engine series that MAN Diesel & Turbo introduced in 2006. Their longer stroke reduces engine speed, thereby paving the way for ship designs with unprecedented high-efficiency. **Source: Man & Diesel**



The **EXPLORER** seen in the port of Cape Town – **Photo : Ian Shiffman (c)**

Chennai port struggles to meet growing container traffic

With just two container terminals, one gate and limited infrastructure, **Chennai Port Trust** (ChPT) is struggling to cope with the 15 to 20 per cent annual growth in container volume in the harbour. The inventory of export and import containers at the terminals has shot up to 18,500 as of Sunday, with excess capacity of 6,000 containers. Since September, vessels are forced to wait in the outer anchorage for 36 to 48 hours now, whereas some months ago, berthing was available on arrival. As a result, exim trade has suffered much in the last two months due the difficulties in evacuating containers or exporting them on time. On top of it, importers are asked to pay congestion surcharges.

According to traders, exporters used to bring in their containers two days before the arrival of vessels. But today, they are not able to do so as the vehicles are stranded on the road. Even, if they reach the port, they do not have adequate place to park their containers as import containers are still waiting to be cleared. The situation would have turned worse, but for the opening of gate 2A, thanks to the intervention of speaker D. Jayakumar. "The piling of containers at the first terminal has turned the situation at the ChPT from bad to worse. Given the current situation, we are forced to look at other ports to fulfil our obligations. Some of the shipping lines have started looking at other ports," said port users on Sunday.

Talking to The Hindu, the port users blamed the ChPT for the current crisis and said, "In the last 10 years, the volumes have grown manifold, but the number of gates has decreased. They have not shown any sense of urgency to solve the problem. The approach road to the main gate is in bad shape and has not been repaired. Though ChPT promised to open more lanes on the lines of toll plaza at zero gate, it is yet to do so." A ChPT top official admitted that the volumes had indeed grown several times and they were making efforts to open parking yards at Tiruvottiyur and Sriperumbudur. Encroachment in front of zero gate up to 500 metres was cleared on Saturday morning to commence the widening of 1.6 km road till Kasimedu Police Station.

"We have sought the permission of Southern Railway authorities to open gate no. 5 (opposite Customs House). The gate has to be widened further and it can be used by empty car carriers to exit at least during night times," he added.

On Sunday, the trailers were stranded on two lanes for nearly 16 km on North Chennai Beach Road, paralysing normal movement. Going by the trend, it would take months to clear the backlog and the only solution was to open more gates.

There was also a danger of gate 10 being closed soon to pave way for Metro Rail work. It was high time that port authorities took steps to avoid diversion of vessels and salvage port's image at the earliest, Port users said. **Source :** The Hindu



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Another Fatal Accident at Chittagong, Bangladesh Gov't to Beef Up Maritime Training

Last Thursday at the Chittagong shipbreaking yard, one worker was killed and two others injured when a large iron plate crashed onto the men while conducting welding work in Sitakunda upazila, The Daily Star reports. The man who died has been identified as Md Farid, 22, and the injured as Alam, 20, and Saiful, 22. The accident occurred around 9:30 am when the men were welding an iron plate from a platform besides a ship, manager of SRS Ship Breaking Yard divulged. The joint plate came loose during the welding, and fell directly onto Farid, killing him instantly. The two other men suffered injuries from jumping off the platform into a muddy area while trying to avoid getting hit from the falling metal.

Sadly, incidents like this are not uncommon for yards in Bangladesh, especially Chittagong. Nine workers have already lost their lives this year due to lax safety regulations and training implementations. Interestingly, on Friday morning,

news from the Bangladeshi government surfaced that efforts to produce more skilled merchant marine workers are well underway as they are attempting to establish new marine academies in all divisional headquarters. BD News 24, an online Bangladesh newspaper, quoted the shipping minister, Shahjahan Khan, as saying they have already approved a number of institutes, and that the government is committed to promoting the maritime sector.

Khan said that there will be a new maritime university set up in Chittagong, and with all the attention the industry has received worldwide, he hopes to provide the best training by partnering with British marine institute giant, South Tyneside College. Khan says he hopes to see the interest in merchant marine rise as a profession in Bangladesh.

Source : MarEx / Daily Star



The **COSCO HARMONY** seen at Maaspilot station after disembarking the pilot - Photo : Rik van Marle ©

New definition for S.O.S.

A **C-130** was lumbering along when a cocky **F-16** flashed by. The jet jockey decided to show off. The fighter jock told the **C-130** pilot, 'watch this!' and promptly went into a barrel roll followed by a steep climb. He then finished with a sonic boom as he broke the sound barrier. The **F-16** pilot asked the **C-130** pilot what he thought of that?

The **C-130** pilot said, 'That was impressive, but watch this!' The **C-130** droned along for about 5 minutes and then the **C-130** pilot came back on and said: 'What did you think of that?'

Puzzled, the **F-16** pilot asked, 'What the heck did you do?'

The **C-130** pilot chuckled. 'I stood up, stretched my legs, walked to the back, took a leak, then got a cup of coffee and a cinnamon roll.'

When you are young & foolish - speed & flash may seem a good thing!

When you get older & smarter - comfort & dull is not such a bad thing!

Us older folks understand this one, it's called S.O.S.

Slower, Older and Smarter....

.... PHOTO OF THE DAY



The **SPRING BOB** seen enroute Rotterdam - Photo : Mark de Bruin ©

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