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The LIZZY K seen moored in port of Benoa Bali Indonesia.

Photo : Cees De Vries ©

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Vroon's **MAGNY COURSE EXPRESS** seen outbound at the Westerscheldt River – Photo : Henk de Winde ©

Jet saves cargoship

A Danish fighter jet had to buzz a Norwegian cargoship in danger of grounding after its drunk master left the bridge for a lie -down. Authorities noted the 2,600-dwt **Ranafjord** (built 1975) had maintained the same course for six hours on Thursday and was 40 minutes from grounding at Hals.

The 54-year-old Norwegian captain had left his post to sleep off a drinking session. After several attempts to contact the crew failed, an F16 jet was sent to fly over the ship at low altitude to alert them, the an.no website reported. After crew averted the danger, police boarded the vessel and found a clearly drunk captain who initially tried to blame his equally drunk first mate. He was arrested and taken ashore after a breath test showed up higher than allowed

levels of alcohol. A Danish pilot brought the vessel into Hals, where the mate was allowed to sleep off his binge. Only after he was sober again was the ship allowed to proceed to Aalborg. Owner Finn Olsen Rederi of Norway said it had a zero tolerance policy to alcohol on its ships and was shocked that crew had drunk a large amount. The captain had only worked for the company for a short time. The vessel was en route from Riga. **Source : Tradewinds**

Late reprieve for Scotland's emergency coastguard tugboats

The UK Government has stalled on the scrapping of the tugs for at least another three months.



The **ANGLIAN MONARCH** – Photo : Lourens Visser (c)

Two emergency coastguard tugs which were due to be scrapped have been given an eleventh-hour reprieve. The coastguard tugs, based in the Western Isles and Shetland, were due to be withdrawn from service at midnight on Friday.

Now the UK Government has reversed the closure decision on the tugs and it has now emerged that they will remain in operation for at least three months. STV News understands this is to allow the government to examine other funding options in detail. The current contract to lease two ships for use by the Maritime and Coastguard Agency was not due to be renewed.

The initial move to scrap the tugs sparked outrage, with the Scottish Government, MPs and industry leaders calling for a reversal of the decision. It was argued that the tug contract was not good value for money, but a UK Parliamentary committee had recently concluded that the savings made from scrapping the service would be wiped out by a single large-scale incident such as an oil spill.

The tugs were introduced in the wake of the **Braer** accident in 1993 when an oil tanker ran aground off Shetland spilling 85,000 tonnes of crude oil into the sea. The **Anglian Prince** tugboat was sent to Skye from Stornoway to pull the attack submarine **HMS Astute** free from a shingle bank after ran aground in October last year.

Two days earlier, the government announced that the four coastguard emergency tugs, including the **Anglican Prince**, would be decommissioned this month to save £32m. Environment secretary Richard Lochhead said he was pleased UK ministers had listened to campaigners' concerns. "If confirmed, this stay of execution is the right thing to do and I am pleased that UK ministers have listened to the case put forward by the campaigners who asked for this," he said. "However, it's now important that the UK Government identify and fund a long-term solution, otherwise the contract will come to an end bang in the middle of winter which would be dangerous." "I will continue to press the UK Government to live up to its responsibilities in this regard." **Source : stv**



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



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Libya's tankers laid off Malta seen operational in a month

Libya's state owned oil tanker fleet is set to be back in business within a month, with some vessels ready for trading in the next two weeks after months at anchorage due to war, the country's port authority chief told Reuters.

Libya's interim rulers are stepping up efforts to get the economy and Africa's previously third biggest oil producer back on track after former leader Muammar Gaddafi was toppled last month. The country's seaborne trade is seen as vital for resumption of trading activity.

The state-owned shipping firm General National Maritime Transport Company (GNMTC) has been under pressure in recent months due to a combination of sanctions and a freeze on assets belonging to the Gaddafi family, with several tankers that were managed by an international company laid-up off Malta and Singapore. Ramadan Boumadyan, chairman of the designated committee at Libya's Ports and Maritime Transport Authority, said the interim government was working on getting the 24-strong fleet operational again. "Those ships will be in service soon," he said in an interview. "Some of the ships which are inside Libyan ports may be in service in a week's time and the others in a month's time." In July, V.Ships, one of the world's biggest ship management companies, said it was paying for the cost

of maintaining eight GNMTC tankers and skeleton crews that it managed on behalf of GNMTC with the Libyan company unable to access funds.



Above seen the 2009 built Libya flagged and GNMTC owned chemical/oil products tanker **CARTAGENA** anchored offshore Malta on Friday 17th June, 2011. - **Photo : Cpt. Lawrence Dalli** - www.maltashipphotos.com (c)

Boumadyan said the authorities were aiming to smooth out all documentation matters related to GNMTC, as well as payment issues. "We are trying to solve all the problems of the company in the last six month period," he said. Earlier this month the UN Security Council eased sanctions on Libya, including on its national oil company and central bank, to enable key institutions to recover. GNMTC, which was believed to been previously controlled by Col Gaddafi's son Hannibal, remains on a list of entities sanctioned by the US Treasury. **Source: Reuters**



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NEW ABIS BORDEAUX LOADS AIRCRAFT CARRIER PARTS IN APPLIEDORE



Above seen the **ABIS BORDEAUX** arriving at Appledore from Brest to load 19 pieces for the new Aircraft Carrier being built for the Royal Navy at Rosyth, below the vessel seen getting ready to sail on Friday evening tide after loading. The shot through the gates is the nearest **Norman** could get as on previous occasion 'jobsworth' threatened to confiscate his camera. - **Photo's : Norman Hardaker (c)**



\$4bn LNG carrier bonanza needed to shift Shtokman gas

The OAO Gazprom-led Shtokman project to produce liquefied natural gas, or LNG, from a Barents Sea field almost 600 kilometers from shore may require a \$4 billion fleet to transport the fuel, a potential bonanza for Korean yards. The Shtokman project, which includes Total SA (FP) and Statoil ASA (STL), may require 20 tankers, which in total will cost that sum, Evgeny Ambrosov, senior executive vice president of Sovcomflot told reporters today in Yuzhno-Sakhalinsk, Russia. Gazprom, Russia's largest gas producer, and its partners have delayed an investment decision on the Shtokman project to the end of this year as shale gas production in the US, the target market, damped demand for LNG. That pushed some cargoes to Europe, pushing down prices in a potential market. Russia's largest shipowner is seeking to open an Arctic sea lane to Asia for large-scale commercial use during a five-month navigable season. Sovcomflot has reduced the time to navigate the passage by one to 7.3 days in test runs this year, Ambrosov said. OAO Novatek, Russia's second-largest gas producer, has tested the route with cargoes of condensate before building a plant to produce LNG on Russia's Yamal peninsula. State-controlled OAO Rosneft, Russia's largest oil producer, and Glencore International Plc, the world's largest commodities trader, have also shown interest in the route, Ambrosov said. Novatek's Arctic Yamal LNG project, in which Total is a partner, may be the world's most complex undertaking of its kind, Ambrosov said. **Source: Seatrade-Asia**

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The banner features three images: a fire truck, a ship being sprayed with water, and a ship on fire. To the right of the images is the MariFlex Group logo, which includes a circular emblem with a ship and the text 'MariFlex Group'. Above the logo, it lists 'Co-shirt sponsor Football club Sparta Rotterdam' and 'Organisator MariFlex Open Darts Tournament'. Below the logo, it says 'Professionals in liquid cargo handling'. At the bottom of the banner, the contact information is provided: 'Kon.Wilhelminahaven zz.22, 3134 KG Vlaardingen. Port no 650. The Netherlands. Phone (24h) +31 (0)10-434 44 45. info@MariFlex.net - www.MariFlex.net'.

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Heavy Lift Company BBC Chartering Launches High-End Cargo Division



The **BBC Amber**, delivered in early September, is the first of 14 newbuilds for BBC Chartering with a lifting capacity of 800mt.

BBC Chartering is launching a new division exclusively for moving high-end heavy lift cargo. The announcement comes after a hat trick of heavy lift newbuilds were delivered to BBC this year increasing the companies lifting capacity from 500mt to 800mt. BBC Chartering says it will use its service hubs in Leer, Singapore and Houston to set up the new division that looks to include 22 vessels specific to the segment by the end of 2013.

BBC Chartering's recent deliveries, heavy lift vessels **BBC Everest**, **BBC Fuji**, and **BBC Amber** are part of an extensive fleet modernization and renewal program plan for BBC Chartering. The "new wave", as it is called, includes

the construction of 14 heavy lift vessels with 800mt lifting capacity to commence service over the next two years. The company is also building eight additional heavy lifters with a lifting capacity up to 700mt.

Svend Anderson, Managing Director of BBC Chartering talks of this kind of high end, specialty cargo that the new division will focus on: "We are aware of the fact, that operating and marketing of vessels capacity is not sufficient if we strive for a leading role in this high end cargo market. Many projects in this range follow a different sales cycle and delivery process if compared to our traditional business, especially regarding the required transport engineering."

"We can clearly see the benefits of a project oriented organization for these types of cargo," he added. BBC Chartering says it has hired **Roberto Frigeni** to run the new division. Source : gCaptain



The **LISA ESSBERGER** seen at the Westerscheldt River – Photo : Willem Kruit ©

Rohde Nielsen buys U.S. ship

Danish Rohde Nielsen A / S has expanded the fleet with an American-flagged vessel. The vessel was purchased in Portland, Oregon. It was pulled through the Panama Canal to Rio de Janeiro, Brazil, to perform tasks in the port. The new ship will be named **Gungnir R** and was built in 2005 in Morgan City, Louisiana. The dredging Vessel, which is 694 gross with a length of 52 meters and width of 15 meters, is equipped with a powerful hydraulic excavator.

Source: Sjøfartstidningen via Danish Maritime Magazine



The **MAERSK KARLSKRONA** seen in Cape Town – Photo : Ian Shiffman ©

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Bollard Pull test facility to be launched

The proposed Vizhinjam port project is poised to get a big fillip as **Cochin Shipyard Limited (CSL)** is installing a Bollard Pull Test facility at Vizhinjam in association with Kerala Port Department. The facility can be utilised for testing ships of up to **500T pulling** capacity. This is the highest capacity bollard pull test facility in India and one amongst the highest in the world. Excise and Ports Minister K Babu will dedicate the facility on September 23 at 4 p m. He will also lay the foundation stone for the water supply and sanitation facility on the occasion. At present, the maximum capacity for a Bollard Pull Test facility available in India is 200T. The upcoming facility at Vizhinjam can cater to the requirements of Kerala Port Department, Indian Navy, Indian Coast Guard and also ships calling at Indian ports in addition to ships built at CSL. Bollard Pull test is conducted to determine the static pull that a tug / ship is capable of exerting under practical operating conditions with its own propulsion system. The test is performed by tying a hawser from ship to a fixed bollard at shore and measure the pull of the ship in tonnes under maximum operating conditions by means of a Load cell. (dynamometer) arranged between the hawser and bollard. All the newly- constructed tugs and special offshore ships like Anchor handling Tug supply vessels need to carry out this test prior to delivery in presence of shipowners and classification society for practically proving its pulling power. Further, existing ships after undergoing extensive repairs have to undergo this test. Vizhinjam was selected by CSL for installing the facility on account of its inherent advantage of higher water depth close to shore. The first of the series of vessels undergoing acceptance trials at CSL will be tested at Vizhinjam henceforth. **Source: IBN Live**



The **FENJA** seen in Rotterdam – **Photo : Harry van der Berg ©**

Maersk: 18,000-TEUers will be rare - 13,000-TEUers will become standard

COPENHAGEN's AP Moller-Maersk, owner of the world's biggest container line, says its order for twenty 18,000-TEU vessels will not flood the market with super megaships, as rival say but rather 13,000 TEUs will become common.

Maersk vessel management chief Soren Andersen said the company's order did not amount to "aggressive expansion" because it did not exceed expectations for market growth, reports Reuters. "We believe we are below the average of our competitors in fleet growth over the next three years and below the market growth," Mr Andersen said. "We have tried to be conservative, and that is what is needed." Mr Anderson said he did not believe the 18,000-TEUs, costing US\$190 million each, would become the new industry standard like the more common 13,000 TEU ships with the expansion of the Panama Canal by 2015. "Generally, it will be only very few companies who will go for these ships. Fuel is so much more important than five years ago. It is changing the whole industry, as we can see with slow steaming. These ships are designed for slow speeds [17-22 knots]. We are not adding horsepower," he said. **Source : Schednet**



The **NOBLE BULLY 1** seen in Cape Town – **Photo : Aad Noorland (c)**

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NAVY NEWS



The newbuilding corvette **P 841 ZEELAND** seen during Fire Fighting tests at the builders Damen-De Schelde in Vlissingen - **Photo : Willem Kruit ©**

Sub jetty scheme '£92m over budget'

A major defence project has come under fire from Liam Fox for running late and being over budget. The Defence Secretary named the Valiant Jetty programme as the first item on a "project of concern" list. The submarine jetty on the Clyde was reviewed during the second meeting of the Major Projects Board (MPRB), which aims to hold the top 50 equipment projects to account. Defence officials said the Valiant Jetty project, awarded to Amec plc in 2003, was nearly four years late and was estimated to be running £92 million over budget. The Falcon communications system and the Watchkeeper surveillance system were also reviewed during the meeting. Dr Fox, who set up the MPRB in June, said: "It is clear that the additional rigour and scrutiny being applied through the Major Projects Review Board is having a beneficial effect on the behaviours of our suppliers."

"I am pleased that both Falcon and Watchkeeper have made progress since the board's first meeting. However, I am not satisfied with the progress of the Valiant Jetty Project. It is almost four years late and over budget. "We must learn from the mistakes of the past and move away from the culture of optimism. Too frequently projects ran over-budget and over-time, without any meaningful remedial action. Real budgetary discipline can only be achieved through the effective real-time control of project budgets. Our Armed Forces and our country simply cannot afford anything less."

The Valiant Jetty is to serve the new Astute class submarine at the Royal Navy's Clyde base. It is to deliver base porting facilities for the UK submarine fleet for the next 50 years. According to its contract, the project should have completed in October 2008. Amec's earliest estimate of completion is now nearly four years after that, and its latest cost estimate is almost 70% more than the contractual maximum price of £134 million, defence officials said. **Source : Press Association**

Indian Navy inks Rs 2,200cr deal for 8 amphibious vessels

The Indian Navy has inked the Rs 2,176-crore contract for the manufacture of eight specialized vessels or LCUs (landing craft utility) by the Kolkata-based GRSE shipyard to boost its amphibious warfare and island protection capabilities. The Cabinet Committee on Security recently cleared the LCU project for the eight amphibious vessels, which are likely to be based at India's first and only regional 'theatre command' at the strategically-located Andaman and Nicobar Islands, as was reported by TOI earlier. "The first of the 800-tonne LCU, propelled by two diesel engines, is likely to be delivered in 35 months," said an official. Another naval project to acquire four huge amphibious warfare ships or Landing Platform Docks (LPDs), for around Rs 16,000 crore, is also on the verge of being finalized by the defence ministry. The LCUs and LPDs will help in swiftly transporting thousands of troops, tanks, infantry combat vehicles and other weapon systems over long distances to take the battle right to the enemy mainland. 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. **Source : Indiatimes**

Trials of India's Vikramaditya scheduled for May 2012

As a result of inspection held by top-ranking Indian officers at Sevmash shipyard, general schedule of modernization works on aircraft carrier **INS Vikramaditya** was revised, Rusnavy reports. A earlier report said the delegation of Indian Navy officers led by chief of ship building and procurement department Vice Admiral N.N. Kumar arrived at JSC Sevmash shipyard on Sept 20. The visit resulted in the changing of pre-scheduled start date of Vikramaditya's sea trials. Military cooperation with India has been always one of Russia's top priorities. This time, Indian delegation was met by a group of high-ranking persons headed by president of JSC United Shipbuilding Corporation (USC) Roman Trotsenko and leadership of Sevmash shipyard – acting director general Mikhail Budnichenko and chief engineer Alexei Alsufiev, vice president of USC and director general of Northern Shipbuilding and Ship Repair Center Anatoly Tiukov, head of military technical cooperation department Igor Ponomariov, deputy chief of Rosoboronexport's Navy department Evgeny Odintsov.

Summarizing results of inspection, the parties signed a working protocol. Indian Navy's delegates were satisfied with the course of works on the ship's upgrade and agreed with Sevmash officials to postpone the start date of sea trials from Dec 2011 to May 2012 without delaying of the full trial program providing that the acceptance certificate would be signed in due time – on Dec 4, 2012.

According to the protocol, although the works are 4 months behind the schedule, Russian party obliged to do away with the lag till the beginning of sea trials, i.e. end of May, 2011. As of today, the ship is 85% ready. Sevmash will have to complete basic outfitting works, interior finishing, and mooring trials until March 2012. Electromagnetic field measurements are scheduled in Apr 2012, and upon their results it will be decided whether the ship needs degaussing. Till 2012 the shipyard will have to furnish messrooms, cookrooms, medical and living premises: cabins, crew quarters, shower rooms and latrines. Besides, the ship must be checked by Navigation Safety Inspection, and one of its obligatory conditions is that the trial crew should settle in the ship at least 90 days prior to the first sortie. Thus, settlement date of Russian crew to **INS Vikramaditya** must be mid-Feb 2012. VADM Kumar drew attention to a number of other problems, such as training of Indian crew, transfer of service documentation, etc. Generally, the Indian party had noticed considerable progress. The next inspection is to arrive at Sevmash in Jan 2012 to check trials of main propulsion plant. **Source : PortNews**



The littoral combat ship Pre-Commissioning Unit (PCU) **Fort Worth (LCS 3)** transits through the Menekaunee Bridge in Green Bay, Wis. Fort Worth is undergoing builder's trials at the Marinette Marine Corporation Shipyard before delivery to the U.S. Navy in 2012. **Photo : U.S. Navy / courtesy of Marinette Marine Corporation/Released**

SHIPYARD NEWS

Successful Launching of “MOTION SCAN”



The “**MOTION SCAN**” is the third vessel in the **Sole 10.000 series** and another three sister vessels are currently on order. **Photo top /below : Marius Esman ©**



General information:

Length over all 116,26 m
Length between perpendiculars 112,76 m
Breadth 17,80 m
Depth 10,50 m
Draft summer 7,817 m
GT 6.693 - NT 3.441
Deadweight 10.000 t
Capacity bale 12.420 m3 / 438.608 cuft
Container capacity in hold 232 TEU
Container Capacity on deck 187 TEU
Hold dimensions (lxbxh) 70,48 m x 15,20 m x 11,79 m
Tanktop permissible load 18 t/m2
Gear (combinable) 2 x 80 t SWL (3-14 m outreach) – 160 t combined
Main engine 4.000 kW at 600 rpm
Speed 14 knots
Port of registry Groningen - Flag the Netherlands
IMO number 9534456

On Friday the 30th of September at 14.22 hours Yard number 903 the “**MOTION SCAN**” has been launched at **Peters Shipyards** in Kampen. The spectacular ceremony was followed by a large number of spectators on a day full of sun and a clear blue sky.



Photo top / below : Sake van der Sluis ©

Delivery of the “**MOTION SCAN**” is scheduled in November and the other vessels will be delivered at six months interval. The innovative **Sole 10.000** has been designed and developed by **Canada Feeder Lines (CFL)** and **Peters Shipyards**. The ship is equipped with a strait bow, the superstructure is mirrored and reversed and therefore located further sternwards. Most of the tanks are located at the sides of the ship. These adaptations mean that streamlining has been improved, and there is more space created below decks.



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BIW wins contract, in line for second ship

- The combined bid by Bath Iron Works for two Burke destroyers wins out over a rival Mississippi shipyard. –

It's been quite a month for Bath Iron Works. The shipyard won a \$680 million contract Monday to build a new Arleigh Burke Navy destroyer -- and beat out a Mississippi shipyard for the right to build another one, according to Maine lawmakers and the Navy. The two new DDG-51 destroyers are separate from a contract of up to \$2 billion finalized earlier this month between the Navy and General Dynamics-owned BIW to build two more Zumwalt-class destroyers in addition to the one BIW is working on. The contracts mean years of work for the 5,400-worker shipyard, said GOP Sens. Susan Collins and Olympia Snowe of Maine and Democratic Reps. Chellie Pingree of the 1st District and Mike Michaud of the 2nd District. "This has not been an easy year for workers at BIW, with so much up in the air about contracts and funding," Pingree, a member of the House Armed Services Committee, said in a written statement. "I hope this gives them some more security in knowing there will be enough work to keep them busy." Snowe said in a written statement that "for 127 years, Bath Iron Works has stood out as an irreplaceable national resource, and the Navy's purchase of these Bath-built Arleigh Burke destroyers in addition to their recent purchase of the (Zumwalt) DDG-1001 and DDG-1002 ships affirms that fact."

BIW completed two Burke destroyers this summer, and is finishing work on the larger Zumwalt destroyer as well. The Zumwalt program has been limited to a total of three ships by the Navy, with all of them to be built at BIW. Some analysts have said that given looming defense-spending cuts, nothing is certain in today's budget climate. But the Navy says it intends to keep building Burkes for years to come. The \$680 million Burke contract announced Monday had been expected as part of a shipbuilding swap arrangement with the competing Huntington Ingalls shipyard in Pascagoula, Miss. But BIW had been competing with the Mississippi shipyard for the right to build the second Burke. BIW's combined bid to build both ships won out, with the Navy awarding Bath an option valued at \$665 million to build the second Burke. There is no contract yet for the second Burke because Congress still must allocate that money as part of 2012 spending bills. However, Collins, a member of the Senate's armed services and appropriations committees, noted that the Appropriations Committee two weeks ago allotted \$1.98 billion to fully fund President Obama's 2012 request for the DDG-51 Burke destroyer program. "Once again, this confirms the high degree of confidence the Navy has in Bath Iron Works for delivering the highest-quality ships for our nation's sailors," Collins said in a written statement. "This will continue to support the skilled work force at BIW while helping to meet our military requirements around the world." **Source: Portland Press Herald**

Krasnoye Sormovo launches 8th Project 19614 tanker for VF Tanker

Krasnoye Sormovo Shipyard (MNP Group) has launched the eighth ship of Project 19614 series ordered by Volga Fleet Tanker (project 19614). The tanker was named "**Mechanic Kharitonov**", MNP Group said. The newbuildings contract between the shipyard and VF Tanker was signed in July 2010. According to the contract Krasnoye Sormovo is to build and deliver to the Customer by the end of this year 8 vessels of Project 19614. Seven tankers (the **Mechanic Antonov**, the **Mechanic Belov**, the **Mechanic Yerokhin**, the **Mechanic Paramonov**, the **Mechanic Panteleev**, the **Mechanic Pogodin**, the **Mechanic Sazonov**) have been delivered to the Customer. The vessels were named after the Volga Shipping employees, who died on the WWII battlefields.

The 'river-sea' tankers are intended for transportation of diesel fuel, fuel oil, crude oil and petroleum products of density of up to 0.99 t/m³, flash point below 60° C. Ship characteristics: DWT- 5530 tons, LOA - 141 m, beam - 16,9 m, depth - 6,1 m, draft - 3,73 / 3,60 m, cargo tanks volume - 6720 cbm, operational speed - not less than 10 knots,


crew - 14/16, endurance - 15/10 days. Navigation area - inland waterways and non-Arctic areas. Class: KM * Ice1 R2-RSN AUT3 VCS Oil tanker.

The single-decked MV features all-welded steel hull, twin screw, CPP propulsion system. The tanker with forecastle and poop has 12 cargo tanks and two slop tanks, fore-and-aft bulkhead in the center line with a catwalk, ballast compartments in the double sides and double bottom, forepeak, after-peak and in engine room, with engine room and accommodation superstructure at the stern, and the closed type wheelhouse. To date, the 19614 tanker is the largest Russian ship for inland navigation.

Krasnoye Sormovo Shipyard is one of the oldest Russian shipbuilding companies, founded back in 1849. All vessels built at Krasnoye Sormovo meet the requirements of MARPOL conventions, having the state-of-the-art equipment. The shipyard is part of MNP Group.

VF Tanker LLC (Nizhny Novgorod) is engaged in shipping of petroleum products via inland waterways. Volga Fleet Tanker operates more than 40 ships of total tonnage of more than 170,000 tons. The company's fleet transports petroleum products from refineries on the rivers of Belaya and Kama to St. Petersburg and further by seagoing ships to the ports of destination. MNP Group (Marine Oil & Gas Projects) is the Company Manager of shipbuilding projects. The Group comprises enterprises based in Nizhny Novgorod - Krasnoye Sormovo Shipyard, Sormovskoye Engineering and Volga-Caspian Design Bureau. **Source : PortNews**


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The **WMS HARLINGEN** seen outbound from Rotterdam – Photo : Ria Maat (c)

Star Cruises to make regular calls on Chan May Port

Chan May Port in the central province of Thua Thien-Hue will welcome 30,000 tourists to the locality via 25 weekly cruises of the Malaysia-based Star Cruises from November to March next year. The five-star cruise ship will visit Thua Thien-Hue with most passengers coming from China by laissez-passers, said Ngo Hoa, vice chairman of the province.

At the same time, other localities such as Danang and Quang Ninh will welcome a number of voyages from the same five-star cruise ship departing from Hainan Island, China. "Since this is the first time Star Cruises has run its scheduled routes to Hue with such a great number of travelers, we will definitely apply some priorities for Saigontourist Travel Service Co., which has arranged for the presence of Star Cruises," noted Hoa.

The number of customers that Star Cruises will carry to Hue is more than the total number of visitors to the locality by sea in the first nine months of the year, which was 19,300 tourists, up 13.6% year-on-year. According to Hoa, the local authority and Saigontourist will meet on October 18 to work out incentives for the latter as well as mapping out more attractive tourism programs in the locality.

Apart from the 30,000 Star Cruises visitors, Chan May Port is expected to welcome 10-15 international cruises with 350-400 visitors each time under the arrangement of Tan Hong Tourism Co., Ltd. Thus, Thua Thien-Hue is petitioning the Government for the construction of a second quay at Chan May Port. Star Cruises formerly had scheduled routes to Vietnam. **Source : The Saigon Times Daily**

Singapore port authority vows to protect environment from ship pollution

ENVIRONMENTAL challenges are some of the most critical facing the shipping industry today, according to Singapore Maritime and Port Authority chief executive Lam Yi Young. Speaking at the Sustainable Marine Transportation Conference 2011 in the Lion City that focused on the "Environmental Challenges For Shipping and Port Activities," Mr Lam said Singapore is acutely aware of the environmental impact of shipping given that more than 90 per cent of the world's trade are carried by ships.

"Protecting the marine environment and managing the environmental impact of shipping is thus something that we place priority on, even as we develop our port to meet the needs of our economy," he said. The port of Singapore receives 130,000 vessel calls a year and the total gross tonnage of ships calling at Singapore reached 1.92 billion last year. In 2010, the port handled 500 million tonnes of cargo, including 28.4 million TEU of container traffic. Bunker sales totalled 40.9 million tonnes, the highest of any port in the world, a government statement said.

"Something that may not be that well known is that Singapore's waters, despite being home to one of the world's busiest ports, are also home to over 250 species of hard corals, a quarter of the world's species. We are also home to 31 true mangrove plant species, which is two-thirds of that found in Asia, and 12 of the 23 Indo-Pacific species of seagrass." Mr Lam highlighted that Singapore has acceded to all six annexes of MARPOL Convention, the primary IMO instrument for the prevention of pollution from ships.

"We have also been working closely with other IMO member states to address the challenges of greenhouse gas emissions from ships. We contributed to the development of the Energy Efficiency Design Index (EEDI) and the Energy Efficiency Operational Indicator (EEOI), both measures intended to improve efficiency and reduce emission," said Mr Lam. "Singapore firmly believes that the IMO is the most appropriate body to address the issue of greenhouse gas emissions from ships and will continue to work with the IMO and its member states to chart the way forwards on this issue," said Mr Lam. **Source : Schednet**

FAIRPARTNER DELIVERS 1725 TON J-LAY TOWER



Above and below seen the offloading of the 1725 ton J-lay tower at VDS Shipsrepair in Vlissingen-Oost, The J-lay tower was transported from Angola to the Vlissingen (The Netherlands) by Jumbo Shipping's **FAIRPARTNER**. The J-lay tower is an tower for producing pipeline's from 8-16 inch (220-420 mm) To produce the pipe she pickup the pipe horizontal, set them in the vertical position, so that the pipe can be welded on two places. In the next months, the tower will be under maintenance and also a paint-job and will be installed Jan / Febr 2012 onboard the **BOREALIS**.

Photo's : Nico Parlevliet (c)



China's eight-month container traffic up 12.6% to 106.8m TEU

China's container throughput rose 12.6 per cent to 106.8 million TEU in the first eight months of 2011 year on year as trade continued to grow steadily, reports Shanghai Daily. Domestic ports handled dry bulk cargo of 770 million tonnes between January and August, an 11.2 per cent increase year on year, the Ministry of Transport said in a statement.

The value of China's imports surged 30.2 per cent to a record high in August of US\$155.6 billion, and exports rose 24.5 per cent to US\$173.3 billion - both grew more strongly than in the previous month. Shanghai remained the country's busiest port, handling 61 million tons of cargo and 2.8 million TEU in August. Shanghai, which surpassed Singapore as the world's largest container port last year. Officials expect a 30 million TEU throughput by the end of the year.

The Maritime Safety Administration has recently allowed river vessels that conform to national standards to sail directly to Shanghai's Yangshan deep-water port, a move that could help accelerate the transfer of cargo.

Source: shippingazette.com

Wilhelmsen Ships Service adds Ningbo to China network

Wilhelmsen Ships Service has opened a new full service office in Ningbo, providing a comprehensive range of ships agency and maritime logistics services. The company now has five offices in mainland China. "Our strategy has been to strengthen our network across China in order to be present where our customers are operating," said Captain Bi Yuping – General Manager of WSS Ships Agency & Maritime Logistics China. "The office expansion is aimed at providing the same level of service in China as we offer at all WSS offices throughout the world. Our customers expect the same high standards of quality and efficiency at every port we serve", he added. WSS will continue to develop its operations in China, providing coverage along all coastal provinces, with further offices scheduled to open in the near future. Cargo throughput of Ningbo Port broke through 200 million tons to reach 208,263,000 tons in the first half of 2011, an increase of 7.5% year-on-year. Container throughput increased by 13.7 per to 7,081,200 TEU both reaching a record high for the same period, according to information supplied by the Ningbo Port Authority. Source : seatrade Asia

Chinese-built PSV delivered to Bourbon



The first ship in Bourbon's latest-generation series of four sister ships is now on its way from the Sinopacific Shipbuilding Group's Zhejiang shipyard, in China, to take up duties in the North Sea. **Bourbon Front** is to an Ulstein PX105 design, and features the Ulstein X-bow, as pioneered on Bourbon Orca and two other Bourbon vessels. The 4,250dwt, 88.9m long ship incorporates other new design features.

Developed with Per Gjerdrum AS, the Multi Application Cargo Solution (MACS) allows for maximum cargo flexibility through the use of combination tanks

working for different types of cargo such as drill cutting, dry bulk, synthetic fluids, fuel oils and oil recovery. In addition, the vessel is provided with 12 cargo tanks, each with a deep well pump, whereby maximum number of cargo grades can be carried concurrently. By allowing one tank to be used for multiple cargos, the MACS system is claimed to improve storage capacity in comparison with conventional offshore vessel design solutions.

The diesel-electric propulsion plant features a Mecmar wet exhaust system, with engine exhausts positioned just above the water line, so as to dispense with funnels and allow a full all-round view from the wheelhouse. The system is additionally claimed to reduce noise and increase comfort **Source : The Motorship**

Anniversary of English Trader rescue honours grit and courage of Cromer lifeboatmen

by : Alex Hurrell



When the exhausted crew of Cromer's lifeboat the **HF Bailey** finally returned to their homes on October 27 1941, they had lost a much-respected comrade, come within a whisker of complete catastrophe – and saved the lives of 44 sailors aboard the stricken **English Trader**.



Henry Blogg

This month sees the 70th anniversary of that rescue and Cromer's **RNLI Henry Blogg Museum** – named in honour of the legendary coxswain in charge at the time – is appealing to survivors and those with mementoes to come forward and help create an unusual tribute, funded through a £27,900 Heritage Lottery grant.

Researchers plan to use material gathered to write a script allowing local students to re-enact the drama using the authentic **HF Bailey**, centrepiece of the museum's collection, as their stage. The rescued sailors were stranded on the merchant steamship which had run aground on Hammond Knoll, 22 miles east of Cromer, in gale conditions on October 26, 1941.

Walter Allen at the wheel. He lost his life during service to the **English Trader**. **HF Bailey** launched to her aid shortly after 8am but it would be another 24 hours before the Cromer RNLI volunteers finally took her surviving crew aboard.

In the intervening hell, lifeboat signalman **Edward 'Boy Primo' Allen** lost his life. Museum manager Jacqui Palmer said: "We have been referring to the survivors of the **English Trader** as '44 men' for some time but that doesn't reflect who they were. We would love to have photographs of each person and find out about their lives and families.



"We have spoken to one survivor who now lives in Australia. He is nearly 90 years old but would have died at 19 years of age if the Cromer lifeboat crew had not returned for him." She added: "Perhaps you remember a relative involved in the rescue, or have naval records of a family member who served on the **English Trader**?" The museum and some family members are also trying to discover the whereabouts of the posthumous medal awarded to **Mr Allen** and would be grateful for any information. **Source : edp24**

Contact the museum by telephone +44 (0) 1263 511294 or you can e-mail Blogg_Museum@rnli.org.uk

Henry Blogg, Cromer's most famous son and proudest boast, remains the most decorated lifeboat crew member in history. Blogg, 1876-1954, was awarded three RNLI gold medals and four RNLI silver medals for gallantry. His haul of trophies also included the George Cross and British Empire Medal. Born in the town's New Street, he left school at 11 to help in his stepfather, John Davies, on his crab boat, becoming expert in seamanship. He joined the lifeboat crew at 18 and took over as coxswain aged 33. During his 53 years of service the Cromer lifeboat launched 387 times and saved 873 lives.

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Three boxlines to launch India-China service

Three container lines from South Korea, Taiwan and Japan will launch a Far East-West India direct service starting from 29 October. The service, named India-China Service (ICS), will be operated by a line of partner carriers including Hanjin Shipping, Evergreen and NYK. Hanjin Shipping and Evergreen will deploy one 2,500 teu containership each and NYK will deploy three.

"This is our third service dedicated to Far East/China-India trade in addition to our existing FIX (Far East-India Express) and HGX (Hyper Galex Express)," Hanjin Shipping commented. The 35-day ICS port rotation will be Busan, Shanghai, Ningbo, Shekou, Singapore, Nhava Sheva, Pipavav, Colombo, Singapore and Hong Kong. **Source :** [Seatrade Asia](#)

Cable ferry plan upsets Denman Islanders

B.C. Ferries is moving towards implementing cable ferry service between Buckley Bay and Denman Island, despite concerns from Denman residents. The corporation has been looking at a proposal to replace the current operating vessel, the Quinitza, with a cheaper cable-drawn alternative for the past two years, stemming from a suggestion to study the option from the B.C. Ferry Commission (an independent regulatory body).

However, B.C. Ferries has now secured approval for cable ferry service from the Department of Fisheries and Oceans and Canadian Environmental Assessment Agency. It now only needs approval from its own board of directors and senior administration, Transport Canada and the Provincial Integrated Land Management Bureau.

Later this fall, the company also plans to call for proposals from alternate service providers - private companies - to "design, build, and/or operate" the cable ferry service on behalf of B.C. Ferries. If no alternate service provider were found, B.C. Ferries could proceed on its own. Denman residents were given details of the proposal at public meetings on Sept. 23 and 27 Hundreds attended, and residents spoke very clearly and uniformly against cable ferry service, said Tony Law, chair of the Denman Island/Hornby Advisory Committee to B.C. Ferries. Law has written to B.C. Ferries CEO David Hahn and asked that the corporation put the brakes on the proposal. He noted that the last public meeting on the issue took place in 2009, then a cable ferry was merely being considered. Public response to the idea was lukewarm even back then.

Now, he said, it seems like a "done deal," and that has many residents feeling nervous. "It's not a hugely exposed route, so I think B.C. Ferries engineers have done a fair amount of diligence in terms of assessing the conditions and looking at other cable ferries [elsewhere]," he said. However, he added, the corporation would be operating the longest cable ferry route in the world.

He also said the proposed design, made from a lighter aluminum hull than conventional ferries, would also expose passengers to rougher crossings and uncertain service delivery. "I think the apprehension is that this is a little bit of a guinea pig, a little bit of an experiment, that there's nothing comparable to this operating in the world in terms of the scale that's been proposed."

Law said residents were also concerned on impacts to the local economy, as B.C. Ferries is seeking a cable ferry crew of three, half of what current crew levels are for the route. Law acknowledged that a cable ferry service would be cheaper to operate - it uses about a third of the fuel as the Quinitsa does, according to B.C. Ferries, resulting in savings for the system.

However, those savings would be diluted across other routes, leaving Denman residents bearing the burden with little to show for it. B.C. Ferries spokeswoman Deborah Marshall disagreed that the cable ferry service would be experimental - she noted that similar ferries are used in 11 other routes in B.C. She also said it would be less costly to build and operate, and that the use of alternative fuels - such as liquid natural gas - could shave down fuel consumption to one ninth of current levels.

True, she added, cost savings would be spread out over the entire B.C. system. But on the other hand, the capital cost of implementing the new service would also be spread out. Cable ferries also have a lesser impact on the environment, she said. Marshall would not disclose the estimated cost savings from the change, or price tag to build the new boat, as those could affect forthcoming bids from contractors.

Transport Canada is going to be involved in the design of the vessel, and necessary approval from key government agencies is expected "shortly," Marshall said. If all goes according to plan, construction of the vessel would take place next summer, and the ferry would be put into service beginning November 2013. "We heard the concerns of the residents, but we're trying to save money here," said Marshall. **Source : Canada.com**

.... PHOTO OF THE DAY



The newbuilding **UAL AFRICA** seen during trials – **photo : via Harry Stott UAL.**

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