



**Number 301 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Friday 28-10-2011**

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## OCEANWIDE SAFETY AT SEA



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**Above seen the Deep Sea Metro II heading back to HHI Ulsan shipyard under inspiring command of captain Kristoffer Tufteland. - Photo : Kees Batist (c)**

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## EVENTS, INCIDENTS & OPERATIONS



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Above seen the AHTS **GREATSHIP ADITI** while towing the jack-up drilling rig **J.P.BUSSELL** at the Ruby field, offshore Vietnam. In the background the **FPSO RUBY 2**.

Photo : Jan Dubbeldam - Towmaster o/b **J.P.BUSSELL**

## ITF welcomes admiral's anti-piracy commitment

The ITF welcomed the latest statement of determination to prevent piracy from the Supreme Allied Commander, Europe, US Navy Admiral James Stavridis. The organisation was responding to an exchange of letters with Admiral Stavridis, in which he reiterated the NATO task force's determination to 'use all its means to limit the freedom of movement to the Pirate Action Groups in the area'. The Admiral was writing in response to a letter from ITF seafarers' section chair, Dave Heindel, in which he raised the ITF's concerns over the greater use by pirates of violence and now torture, and the failure of many of the major flag states to make any real contribution to the fight against piracy –

including the failure even to make sure that ships flying their flags implement best management practice. Dave Heindel wrote: 'We need a more robust response in all areas. This would include disrupting the pirate camps on land and restricting their access to fuel and to their ability to store fuel. We would like to see their "safe anchorages" being made less safe.

'We would like to work closely with you and to play an active part in raising the political will to take decisive action to combat piracy. If the military had been allowed to do so a few short years ago, I doubt we would be in the situation we are now in. Our fear is the longer it is allowed to go on, the more difficult it will become to deliver an effective response. We are already starting to see a similar model of piracy emerging in West Africa. Where next?'

In reply Admiral Stavridis wrote: 'First, I want to thank you for your commitment against piracy, an evolving scourge, not only in the Indian Ocean but also, as you mentioned, emerging as a growing threat off the coast of West Africa.'

'As you are well aware, the military action at sea, conducted by several coalitions, only address the symptoms of a wider problem which remain on land in Somalia, which has suffered from an absence of government for more than two decades. I would like to assure you that we are doing as much as we can, with the assets the NATO members have allocated to the NATO counter-piracy task force.

'You are right to praise the implementation of Best Management Practices (BMP) and that is why the NATO Shipping Centre in Northwood publicizes the measures to be taken among the NATO members and on its web site.' 'Regarding the legal framework about detention and prosecution of suspected pirates, NATO Headquarters is attempting to negotiate a number of arrangements to facilitate the transfer to and from some regional states. Your concern about this issue will be relayed to NATO Headquarters which is dealing with the political aspect of the problem.'



The **CAPRICORNUS LEADER** seen departing from Puerto Quetzal – Photo : Herbert Westerwal (c)

## Pirate hijackings show decline in 2011

Pirate attacks that end in successful hijacking off Somalia have declined in the first nine months of the year to 24 vessels from 35 in the same period in 2010 because of naval patrols and counter measures taken by more experienced ship managers and crews. Attacks in Asian waters, including the Indian subcontinent, also continued to see reductions to 87 in the first nine months of the year compared to 106 in 2010. "Navies deserve to be complimented on their excellent work: they are a vital force in deterring and disrupting pirate activity," said International Maritime Bureau (IMB) director Pottengal Mukundan. Despite the fall in East African ship seizures, which accounted for more than half of the 352 attacks, worldwide rates of pirate attacks and armed robbery were higher than any other year with 625 seafarers taken hostage, eight killed and 41 injured, he said. Since the monsoon season, Somali pirates have widened



their range of attack as far as an Omani port where they attacked a chemical tanker at anchor and under protection by coast security. **Source: Economic Times India**



Above seen in Havana (Cuba) the Stan Tug 2207 '**Caribbean Storm**' built at Damex (Cuba) - **Photo : Arie Boer ©**

## Japanese Ship Orders Fall 77.1 Percent

**Orders fell for fifth straight month, says the Japan Ship Exporters' Association**

Japanese export ship orders fell for the fifth straight month in September on a year-over-year basis, plunging 77.1 percent to 243,900 gross tons, according to the Japan Ship Exporters' Association. Japanese shipbuilders last month received orders for nine export ships, all of which are bulk carriers. The nine ships total 131,354 compensated gross tons.

Japanese export ship orders sank 55.5 percent year-over-year in the first half of fiscal 2011, which started April 1, to 3,083,402 gross tons. Between April and September, Japanese shipbuilders received orders for 86 export ships — 80 bulk carriers, four general cargo vessels and two marine resource research vessels. The 86 ships total 1,527,748 compensated gross tons. **Source : The Journal of Commerce Online - News Story**



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Above seen the **BBC Langeland** loaded with wind turbine parts  
Photo : **FLYING FOCUS** aerial photography - [www.flyingfocus.nl](http://www.flyingfocus.nl) ©

## Workers reach halfway mark in race to get oil off grounded ship

Salvage workers had transferred about half the heavy fuel oil off a ship stranded on a New Zealand reef by Tuesday as they raced to finish the job before it sinks. They had transferred a total of 645 tons of oil to a tanker barge by mid-afternoon, Environment Minister Nick Smith said in the east coast port city of Tauranga. He said about 164 tons has been taken off in the previous 24 hours, the fastest transfer rate since the *Rena* ran aground on a reef 22 kilometres off Tauranga on October 5.

The ship had 1,673 tons of oil on board when it grounded, and about 350 tons has leaked into the ocean, killing 1,370 seabirds while another 379 birds were being treated for oil pollution. The ship is cracked and listing 21 degrees. Officials said it would likely break up and sink. Up to 10 tons of oil leaked during Saturday night, leaving a slick several kilometres wide around the ship. The government's Maritime New Zealand agency said computer modelling indicated the oil slick could reach Mayor Island, a volcanic wildlife refuge nearly 40 kilometres off the coast used as a base for game fishing for a season that is due to start in December. The agency said no more oil had spilled since the weekend.

Source : [monsterandcritics](http://monsterandcritics)

## ClassNK fleet closes in on 200m gt

The ClassNK registered fleet has surpassed 190m gt at the end of last month, a new record for the world's largest ship classification society. The Japanese society announced that its registered fleet stood at 7,596 ships of 190.6m gt as of September end. NK aims to cross 200m gt by 2013. Source : [Seatrade Asia](http://Seatrade Asia)

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## Helderse mariniers testen piratenval



Foto : Ron Damman – [www.newdeep.nl](http://www.newdeep.nl)

Mariniers hebben dinsdagmiddag geprobeerd de **Mighty Servant I** te enteren voor de kust van Den Helder. Het koopvaardijship was uitgerust met een anti-piraterij bescherming. Bij het zogenaamde **P-trap** systeem hangt een rij touwen in het water langs het schip. Als piraten in snelle rubberboten langsij komen, raakt de schroef verstrikt in de touwen. Onze mariniers is gevraagd dit systeem te testen”, vertelt overste Robin Middel. Het systeem was al eens beproefd met een kleiner schip, maar gisteren kwam het veel grotere transportschip in actie. Door het blokkeren van trappen probeert de koopvaardij piraten van vaartuigen te houden. Met de **P-trap** moeten zeerovers ook op afstand gehouden worden. Middel: „Alles wat helpt om een aanval te vertragen of af te slaan is van belang. Marineschepen hebben immers tijd nodig om te hulp te schieten.” De uitkomsten van de test worden gebruikt om het systeem verder te verbeteren. **BRON: Noord Hollands Dagblad**



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## Seaport Museum Asks for Funds to Repair Ship

Help may finally be on the way for the **Seaport Museum** New York's historic ships. After months of neglect and rumors that some of the crumbling boats would be sold, the new leaders of the Seaport Museum New York are requesting money from the city to restore the Ambrose, a beloved 1908 lightship, as well as money to hire a director of historic vessels, to oversee the museum's fleet. The Museum of the City of New York — which is now running the

**Seaport Museum** on an interim basis, after former Seaport Museum President Mary Pelzer stepped down — is also asking the city for money to renovate Pier 16, including the museum's ticket booth, to make it more inviting to visitors.



Community Board 1 passed a resolution Tuesday supporting the Seaport Museum's request for \$1.475 million in funding from the Department of Cultural Affairs. "The ships are at the forefront of everything we've got going on," Jerry Gallagher, the Seaport Museum's new manager, said at a Community Board 1 meeting last week. Downtown residents and Seaport Museum advocates were glad to hear that the museum was refocusing on its original mission of telling the story of the South Street Seaport through historic vessels. "I can't think of anything more immediately important," museum founder Peter Stanford said of the new management's plans. "These are really vital priorities. They've got it right, right from the beginning." Of the funds requested, \$850,000 would go to the Ambrose, \$500,000 would go to Pier 16, and \$125,000 would

go toward staffing for the director of historic vessels, according to CB 1. Board members also agreed that the ships were the most important part of the Seaport.

"In order to make the museum viable, we need to put in the dollars to repair the ships," said John Fratta, chairman of CB 1's Seaport/Civic Center Committee. "Without the ships, Pier 17 and that area is nothing." The Seaport Museum did not say how much money it is requesting. The Department of Cultural Affairs did not immediately return a call for comment. The Seaport Museum has been closed since last February, when management laid off half the staff because of financial problems. Since the Museum of the City of New York took over in September, director Susan Henshaw Jones has reopened the museum's Bowne & Co. Stationers historic printing shop, started reorganizing the museum's archives, and is developing new exhibits and educational programs. Stanford said he was particularly pleased to hear that the museum was prioritizing the restoration of the Ambrose, because it was the first historic boat he brought to the South Street Seaport when the museum launched more than 40 years ago, and volunteers worked hard back then to repair it. The Ambrose served as a floating lighthouse for the U.S. Coast Guard, helping larger ships safely make their way from the Atlantic Ocean into New York Harbor. Stanford said the small red boat, with its curved hull, is a favorite among young Seaport visitors. "She's really quite an exciting vessel," Stanford said. "I have always had a warm spot in my heart for her." In recent years, though, the Ambrose has not been maintained, Stanford noted. The decks leak, which means there is water damage to the ship's interior, and its hull may be compromised as well, he said. "There's a lot of catching up to be done," Stanford said. **Source : dnainfo**



The **VERITAS VANTAGE** seen in Willemstad (Curacao)

**Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)**



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## Dry ship deliveries to reach highest ever in 2011

Deliveries of new dry bulk ships are on course to reach their highest level ever this year and fleet expansion is expected to remain strong in 2012, ship broker SSY said on Wednesday. Despite a recent rally on the larger capesize market, brokers and analysts expect vessel supply, which has outpaced commodity demand, to cap dry bulk freight rate gains in coming months with economic uncertainty adding to headwinds. "For this year we are on course for 96 to 97 million deadweight tonnes of new building deliveries -- the highest ever. We expect to see new building deliveries next year approaching 90 million deadweight tonnes," said Derek Langston, a senior director at SSY Consultancy and Research.

Langston said capesize port congestion off Australia, China and Brazil had risen to its highest level since the end of February. "While the influence of port congestion can be seen as a short-term positive for freight rates, the expected addition of 250 capesize vessels into the fleet this year underlines the pace of fleet expansion which will play a major role in shaping the market into 2012," he told Reuters. **Source:**





The **OSPREY** and **EMSWIND** seen in the port of Ijmuiden – Photo : Hans Blomvliet (c)

## NAVY NEWS

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The 1996 commissioned Canadian Frigate **FFH 340 ST.JOHN** arrived in Willemstad (Curacao)  
Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

## Almaz Shipyard Delivered Two Patrol Ships To Vietnam

Acceptance certificates of two **Project 10412 patrol ships** (serial numbers **044** and **045**) built for Vietnamese Navy were signed on Oct 20 at Almaz Shipbuilding Firm. These are third and fourth hulls of Project 10410 Svetlyak export version. First two ships were delivered to Vietnam in 2002.



Both ships were laid down on one day – June 26, 2009. The first hull was launched on Nov 12, 2010, and the second one on Apr 22, 2011. Trials were delayed a bit because of protraction with arms and equipment supplies. In particular, Arsenal Machinery Plant delivered gun mounts AK-176M for both ships several months behind schedule.

Having completed trial program by mid-Oct, both patrol ships were docked in the shipyard's floating dock PD-423 and prepared for marine freight. In the nearest days, the ships will be moved to

St. Petersburg's sea port and embarked on a transport ship for further shipping to Vietnam.

Other two similar ships are being completed at JSC Vostochnaya Verf (Vladivostok). Both hulls (serial numbers 420 and 421) were also keel-laid on one day – July 22, 2009. According to plan, they were to be delivered till the end of 2011. Delivery dates were repeatedly postponed due to same reasons, i.e. supplies protraction of equipment including gun mounts made by Arsenal plant. Finally, the delivery deadline is set in 2012.

Project 10412 was designed on the basis of Project 10410 Svetlyak patrol ship developed by Almaz Design Bureau in late 80's for Soviet KGB Coast Guard. Since the beginning of the Svetlyak program, Almaz Shipbuilding Firm has built 16 ships for domestic and foreign customers including hulls No. 044 and 045. In total, 36 such ships have been built. Comparing to basic project, Vietnamese ships are not armed with antisubmarine weapons so can be classified as patrol crafts or gun boats. The ships built in Russia under Vietnamese government's order will substantially enhance its national navy in potential conflicts with China and other neighbors regarding disputable areas in the South China Sea, particularly, near Spratly Archipelago and Paracel Islands. For Vietnam, those regions are of great importance from the viewpoint of oil and gas reserves and bioresources. **Source : Rusnavy**

## GRSE launches Anti Submarine Warfare



The Indian Navy's modernization quest under 'Project-28', to stealthily hunt and destroy lurking enemy submarines, got further bolstered with the launch of the second indigenous 'Anti Submarine Warfare' (ASW) corvette '**Kadmatt**' – named after an island in the Lakshwadeep archipelago of India – built by Garden Reach Shipbuilders & Engineers (GRSE) Ltd., at Kolkata, on Tuesday.

Conforming to the centuries-old maritime tradition of ship launches by a lady, Mamatha launched '**Kadmatt**' from the GRSE main yard in the presence of her husband, Raksha Rajya Manteri M.M.Pallam Raju. Others present included Controller of Warship Production & Acquisition (CWP&A) Vice

Admiral N. N. Kumar, DG Naval Design Rear Admiral K. N. Sekhar and other GRSE workers and office bearers. **Kadmatt** is second in the series of the four ASW corvettes being built by GRSE, first from **Kamorta**, which was also launched by Mamatha on April 19, 2010.



Kamorta after fitments and sea trials is expected to be delivered to the Indian Navy in June 2012 and Kadmatt in March 2013. The keel of the third ASW corvette meanwhile was laid in August 2010. The remaining two ASW corvettes scheduled to float out next from GRSE yards are [Kiltan](#) and [Kavaratti](#).

Pallam Raju in his address expressed delight that 50 percent of the total work on the frontline warship Kadmatt was completed prior to the launch as against 40 percent for the first ASW ship [Kamorta](#) launched in April, last year. "This is a record of sorts in the warship-building scenario," he said. The on-schedule 'build programme' would ensure timely contractual deliveries adding to the might of the country in its projection as a blue water navy of our region, he said.

Stating that Indian Navy and Coast Guard have huge requirement of ships to be met without any time and cost overruns, Raju emphasized that timely delivery of 'quality ships' was the need of the hour. "Modern shipbuilding technology and tools must be adopted to achieve this objective," he stated. Urging GRSE to put into practice effective mechanisms to meet challenges posed by the Indian private sector, Raju said shipyards (defence) have to concentrate on implementation of time-tested quality practices, effective corporate strategy, establishment of reliable and stabilized vendors and most importantly, training and up-gradation of its human resources to the lowest level.

GRSE, a category-I Mini Ratna DPSU (Defence Public Sector Undertaking) since September 2006, has for the first-time achieved a turnover of over Rs.1,000 crores, in the last fiscal. With a healthy order book position currently pegged at over Rs.10,000 crores, GRSE has also embarked on a major modernization drive of its infrastructural facilities at a cost of over Rs.530 crores to bolster its shipbuilding capabilities.

Following visits to various modernization sites earlier on Monday (October 24, 2011), Raju in his address at the ship launch lauded the efforts and stated, "GRSE modernization when completed next year will almost double the shipbuilding capacity of the yard enabling construction of large and more sophisticated warships using modern modular construction technology in a much shorter time frame." The modernization of the main yard includes construction of a 180 x 29 mts dry dock with portable shelter, an additional 180 x 23 mts inclined berth with portable shelter, module hall assembly of pre-outfitted blocks upto 230 Tons, erection of a 250 Tons Goliath crane and a paint cell.

Upon completion, the constructions will double the existing building docks and treble the dry docks besides creating of a new slipway. The ASW corvettes – deemed [Kamorta Class](#) Ships – with more than 80 percent indigenous content, capable of fighting under NBC (nuclear, biological and chemical) environment are designated as super-sophisticated frontline warships with stealth features. The 109 Metres long, 12.8 Metres wide ship with an approximate displacement capacity of 3,000 Tons can achieve a maximum speed of 25 knots.

The ship powered by four 3888 KW diesel engines at 1,050 rpm has an endurance to cover nearly 3,450 nautical miles at 18 knots. Each ship can accommodate 17 officers and 106 sailors on board. The anti-submarine warfare capability is largely achieved due to the low signature of radiated underwater noise. The ship having indigenous weapon and sensor suites is equipped with super-rapid gun mounting, anti-aircraft guns, torpedo launcher, rocket and chaff launchers. The ship fittings include early warning, navigation, fire control radars and under-water sensors with integrated communication and electronic warfare systems. **Source : India Blooms News Service**

## New nuke-carrying Borey class submarine tested



Sea trials of the new Russian Borey class submarine, the [Aleksandr Nevsky](#), has started in the White Sea. The boat is the first series-produced vessel of its kind and is to become part of Russia's nuclear deterrence. The submarine was laid down in March 2004 and first launched in December 2010 reports Itar-Tass. The company trial of the [Nevsky](#) is

done under the command of Captain 1st rank Vasily Tankovid. His crew come from the Pacific Fleet and have passed special training course to man the modern submarine.

The first vessel of this class, the [Yury Dolgoruky](#), is currently involved in fire tests of the nuclear ballistic missile Bulava and its upgraded version the Liner. Producer of the submarines, Sevmash shipyards, are building another boat of the series, the Vladimir Monomakh, at the moment. The Navy wants a total of eight Borey class submarines deployed by 2020. They will be the backbone of Russian naval nuclear deterrence for at least several decades to come. Each vessel costs about \$750 million, according to the producer. The submarines are 170 meters long, 13.5 meters wide, have a displacement of 24,000 tonnes, can submerge up to 450 meters and travel at speeds of up to 29 knots. They can carry between 12 and 20 MIRVed nuclear missiles, depending on the vessel. They are also armed with six 533-caliber torpedo tubes, which fire Vyuga cruise missiles. The vessels are manned by 107 officers and sailors. They are equipped with a rescue capsule, which can bring call crew members back to the surface in an emergency. **Source : Russia Today**

## SHIPYARD NEWS



Above seen the [SEAJACKS KRAKEN](#) at Falmouth for a heli-pad to be fitted. [SEAJACKS KRAKEN](#) and her sister [SEAJACKS LEVIATHAN](#) were in Falmouth earlier in the year to have racks fitted to transport wind farm blades.

**Photo : Tony Atkinson ©**

## Aker Philadelphia Shipyard Holds Ceremonial Keel Laying for 13th Product Tanker

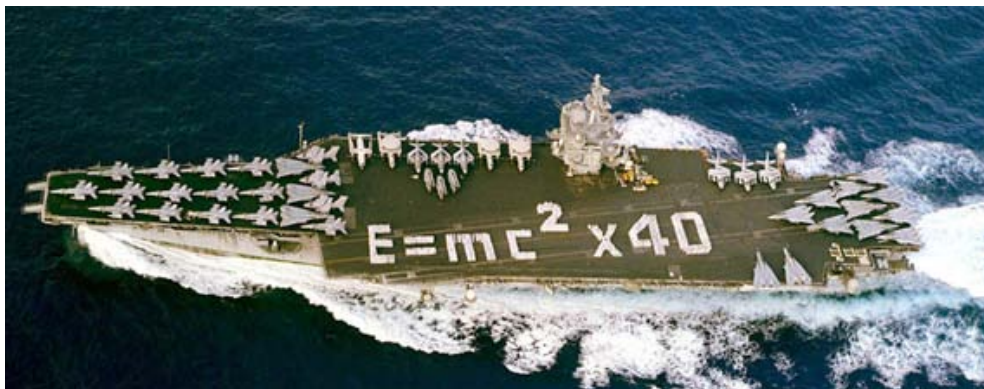
**This is the 17th Keel Laying Ceremony since the yard's inception**



**Aker Philadelphia Shipyard** a leading U.S. commercial shipyard, held a ceremonial keel laying this morning for Ship 017, the 13th product tanker being built at the yard. Following long held shipbuilding tradition, coins were placed on one of the keel blocks that support the vessel during construction before the section of the ship was lowered into place. These coins are a ceremonial sign of good fortune and safe travels. The small ceremony was conducted with representatives of the shipyard's Union Management Safety Team. Team members are comprised of the shipyard's management and its union, the Philadelphia Metal Trades Council, and meet often to improve and implement shipyard health, safety and environmental (HSE) policies and practices, and address any other issues that may impact shipyard safety. Involvement of the Union Management Safety Team is one of the many ways Aker Philadelphia Shipyard keeps focus on safety and its ultimate goal of zero incidents. Since starting its first vessel eleven years ago, Aker Philadelphia Shipyard has completed the construction of 16 ships, twelve product tankers and four containerships, and has two additional product tankers currently under construction. The shipyard recently formalized a contract with SeaRiver Maritime, Inc. to build two Aframax tankers which will transport Alaskan North Slope crude oil from Prince William Sound to the U.S. West Coast.

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## Shipyard will play role in disposing of first aircraft carrier reactors



**Puget Sound Naval Shipyard** and Intermediate Maintenance Facility will swap aircraft carriers in a couple of months, and some groundbreaking work is planned on a third one. The Navy announced Friday that it has prepared a draft environmental assessment on disposing defueled reactor plants from the **USS Enterprise**. That's never been done. **Enterprise**, the Navy's first nuclear-powered

aircraft carrier and its oldest operating ship, was commissioned in 1961. It's useful life will end in 2012.

The Navy's preferred alternative, according to the draft environmental assessment, is to dispose of **Enterprise's** reactor compartments the same way it has for 144 other ships — primarily submarines — since 1986: Remove them at the shipyard and barge them up the Columbia River to a designated Navy trench at the Hanford nuclear waste dump.

**Enterprise**, the only ship of its class, is expected to enter dry dock at Newport News Shipbuilding in Virginia in 2013, where it will be inactivated and have its spent fuel removed. Then, the Navy will tow it to Puget Sound Naval Shipyard. Reactor compartment disposal would begin in 2018 or 2019 and take six to eight years, the assessment says.

The rest of the ship will be recycled. **Source : kitsapsun**

## PJSC Kherson Shipyard lays keel of first product tanker for SVL

On 21 October at the slip of PJSC Kherson shipyard keel laying of the first product tanker of a series, project RST27, for SVL group of companies, Malta, took place. The ship design has been developed by the Marine Engineering Bureau (Odessa). Tanker is designed for mixed (river-sea) carriage of bulk crude oil and petroleum products, including benzene, without limitation as for flash point, ensuring transportation of cargo maintaining temperature 60°C. It is provided to transport two grades of cargo simultaneously. The ship's overall length is 140,85m, beam – 16,86m, depth – 6m. Deadweight in the river with draft 3,6m is 5378t, with draft 4,2m deadweight in the sea water is 6980t In the celebration participated Mr. N.M.Kostyak, Head of Kherson Region Administration, Mr. V.G.Pelych, Regional Council Chairman, Mr. V.V. Saldo, Mayor of Kherson city, Mr. V.V.Fedin, PJSC Kherson shipyard Director General. The vessel meets the requirements of all International Conventions and Environmental Safety. Source : PortNews

## Nation's Third Littoral Combat Ship Successfully Completes Builder's Trials



A Lockheed Martin-led industry team completed Builder's Sea Trials for **Fort Worth**, the nation's third littoral combat ship. The trials – a coordinated effort between the U.S. Navy and the Lockheed Martin team including Marinette Marine Corporation (MMC) – were conducted in the waters of Green Bay and Lake Michigan. They included operational testing of the vessel's propulsion, communications, navigation and mission systems, as well as all support systems.

"Successful completion of Builder's Sea Trials means we are on track for the Navy's Acceptance Trials, putting us a big step closer to getting the

Navy the ships it needs," said Joe North, vice president of littoral ship systems for Lockheed Martin's Mission Systems and Sensors business. "We support the Navy's effort to grow their fleet affordably and effectively." The rigorous trial period included maneuverability tests; high-speed runs; power and navigation system checks; rescue boat launch and recovery; and tracking exercises, as well as other ship and system evaluations.

Following the successful completion of Builder's Sea Trials, **Fort Worth** returned to MMC to prepare for Acceptance Trials. LCS 3 will be delivered to the Navy next year and its home port will be San Diego, Calif. **Fort Worth**, the second Freedom variant ship in the LCS program, was christened in December 2010. It is more than 96 percent complete and remains on cost and on schedule. LCS 3 is being constructed with 30 percent fewer production hours as a result of lessons learned from designing and building LCS 1, **USS Freedom**. The team began construction on LCS 5, the future **USS Milwaukee**, in August.

Headquartered in Bethesda, Md., Lockheed Martin is a global security company that employs about 126,000 people worldwide and is principally engaged in the research, design, development, manufacture, integration and sustainment of advanced technology systems, products and services. The Corporation's 2010 sales from continuing operations were \$45.8 billion. Source: Lockheed Martin.

## Vietnam: Hyundai Vinashin Shipyard Holds Naming Ceremony for Norden's Bulk Carrier

On 24th October 2011, HVS has honorably hosted Naming ceremony for Hull No. S030- the 37,000 DWT Bulk Carrier – under attendance of representatives from Owner, DNV, HVS as well as Sponsor, Mrs. Marcia Garcia Simionato (from Brazil). The Hull No. S030, officially named "**Nord Rotterdam**" by Mrs. Simionato, is the 4th vessel of the series of the 06 contracted with D/S Norden A/S, Denmark. Similar to her elder sisters, she has main particulars as follows:

Length overall: 186.40 m

Breadth: 27.80 m

Depth : 15.60 m

Number of cargo holds: 05

On the same day, Delivery Signing ceremony was successful organized. On behalf of shipyard, Mr. T. W. Park, Vice President of HVS and Mr. Kim Hai Nguyen, Site Manager of Norden signed the delivery documents and shared their



happiness of successful on time delivery. “**Nord Rotterdam**” was scheduled to sail out for her 1st voyage to Shanghai, China. Source: Hyundai-Vinashin



## Shipyard De Hoop celebrates 10 years of shipbuilding for Oceanografía

**Shipyard De Hoop** in The Netherlands is celebrating a decade of shipbuilding for Oceanografía in Mexico. In 2001, Shipyard De Hoop designed, built and delivered its first ship to Mexican shipping company Oceanografía. Caballo De Mar was a diving support vessel to be used for inspection, maintenance and repair.



Photo : Ad de Kruijf ©

In the years that followed, **De Hoop** developed another seven diving support vessels for Oceanografía, with varying functional requirements. In addition, **Shipyard De Hoop** designed and built two platform supply vessels for the company. The last two vessels, **Caballo Xanthus** and **Caballo Genitor**, are currently being built at the company's yards in Lobith and Foxhol. Source : Offshore Shipping Online

## Northern Shipyard delivers supply vessel to Norway

Severnaya Verf (Northern Shipyard) has delivered a supply vessel to Solvik Hull Supplies II AS. The ship will be exploited in stormy weathers of the Northern Atlantic, Barentsnova reports. A St.Petersburg shipyard has completed construction of a supply vessel that will cater to the needs of an oil platform within VS 485 PSV project. The vessel is ready to operate and will be used for transshipment of drill fluid, bulk, methanol and general-purpose cargo on the

open deck. Besides, the vessel may be used in emergent situations. At the vessel commissioning ceremony, Severnaya Verf signed a memo with GSE Sandvik, a Norwegian ship-owning company, to declare cooperation efforts in the spheres of vessels engineering, international bids, and partnership in international projects including those on the Arctic shelf.

According to RBC, Severnaya Verf is the first in Russia to produce ready-to-operate vessels for a European customer.

In November 2012, Severnaya Verf is to celebrate its centennial anniversary. Established on 14 November 1912, and then-known as Putilovskaya shipyard, the company was to construct vessels for the Russian Empire. Until now, Severnaya Verf has constructed about 400 vessels; 170 out of them are for Russia's naval forces. **Source : PortNews**

## **South Korea: DSME Reaches USD 12 Billion Mark in Newbuild Orders**

DSME has now hit the 11 billion dollar mark which was the sales target for this year by winning new orders. DSME won a new order for one fixed offshore platform with Chevron, the global oil company on 14th October. The value of this contract is approximately 1.4 billion dollars. The next day, DSME won a new order for one drillship with a USA based offshore drilling company. The value of this contract is about 550 million USD.



The fixed platform consists of a Topside which is 37,000 tons scaled and a Steel Gravity Based Substructure supporting the Topside scaled at 27,000 tons. It also possesses a Gas-liquid Separation System and Dehydration & Compression System, so that it is possible to refine 5,500m<sup>3</sup> of natural gas per day.

This fixed platform will be delivered by the second half of 2014 from Okpo shipyard. It will provide service to the Wheatstone field which is located 200km north of the Australian Northwestern City, Onslow. DSME has signed this contract as a turnkey project with Chevron, so DSME is in charge of the entire process of building this platform including design, purchasing, production, and installation. The contract is the result of close relationship between DSME and Chevron, so it is expected that the construction process will be as smooth as previous collaborations.

VLCC [Suwaiq](#) during anchor winch trials @ DSME, Korea  
**Photo : Thom Jaspers ©**

As well as the fixed platform contract, DSME also received orders from Chevron for a total of 11 offshore projects which include one Floating Production Storage and Offloading (FPSO) vessel and ten offshore projects.

Mr. Sang-Tae Nam, the President & CEO of DSME said, 'DSME and Chevron have maintained a strong relationship through the successful deliveries of eight offshore projects and FPSO over 30 years. Also, this contract yet again proves DSME's high level of competence in turnkey projects.'

DSME also received a new order for a DSME-12000 type drillship which was developed using DSME's own technology and has the Ultra Deep Sea Water Drilling System applied for the ability to drill to a maximum depth of 12,000 feet under water. Additionally, this drillship is

designed to load 3,200 tons of drilling pipes and casings which is much bigger than the former drillship design which was able to load 2,200tons



This drillship also possesses a Dual Derrick Type so it is possible to drill for oil and assemble pipes simultaneously. As a result, this system is able to reduce the working time for drilling by 25% when compared to a Single Derrick Type.

On 18th October, DSME won a new order for two 170,000m<sup>3</sup> LNG Carriers with Sweden based Stena Bulk. The value of this contract is approximately 400 million USD and these vessels will be delivered in 2014. Stena Bulk is a subsidiary company of the Stena Group, the biggest Group in Sweden, and manages more than 90 vessels. Earlier this year, Stena Bulk entered into the LNG market by taking ownership of three LNG carriers constructed by DSME. They will expand their fleet of LNG carriers with this contract and plan to fully target the LNG shipping market. This latest contract puts DSME's 2011 secured orders at 46 vessels and offshore platforms worth USD 12.5 billion.

- Chevron placed an order for a fixed offshore platform for natural gas production and refinement

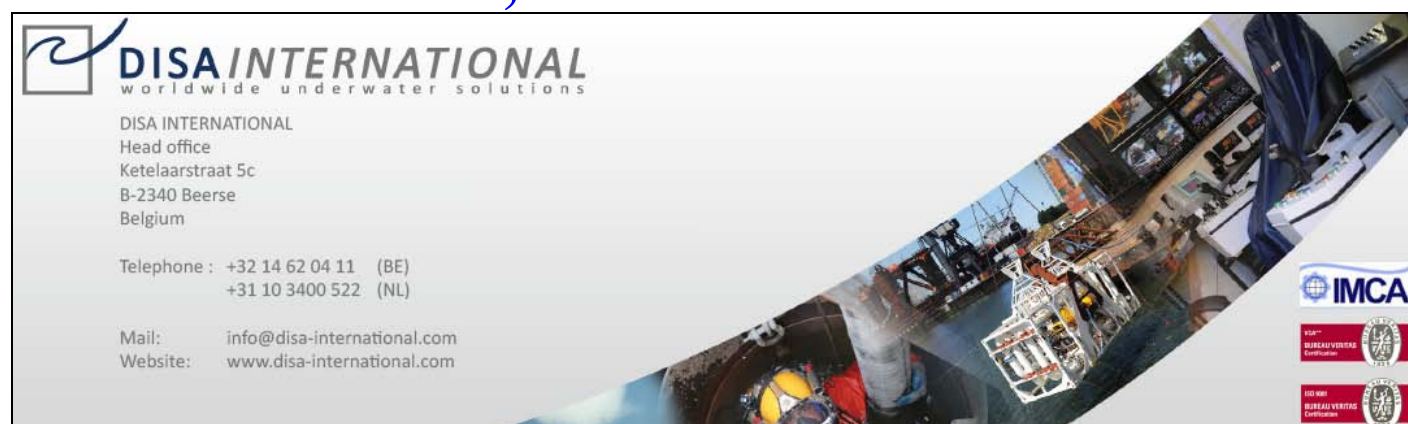
- One drillship from an offshore drilling company based in USA

- Stena Bulk, placed orders for two LNG Carriers - **Source: DSME**

## New contracts for Marco Polo Marine

**Marco Polo Marine Ltd** has secured two shipbuilding contracts from its associated company, PT Pelayaran Nasional Bina Buana Raya (BBR), each for the construction of a 5,400bhp AHTS worth about US\$13.5 million. The two units are expected to be completed and delivered in late 2012. On delivery, the vessels will be Indonesian flagged and will be deployed by BBR to provide services to the booming offshore oil and gas industries in Indonesia. **Source : Offshore Shipping Online**

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## China Shipping spends \$110m to buy four bulkers

### China Shipping spends \$110m to buy four bulkers

China Shipping Development Company (CSDC) has splashed RMB700m (\$110m) to buy four bulk carriers of 45,000 dwt each from Chinese shipyards. Tianjin Zhonghai Huarun, subsidiary of CSDC, entered into the shipbuilding agreement on Monday with CSOC and Bohai Heavy Industry.

The expected delivery dates for the four bulk carriers are between March to September 2013. CSDC aims to increase the annual shipping capacity of Tianjin Zhonghai Huarun in the transportation of coal produced by Huarun Electricity Group. The current annual shipping volume of Tianjin Zhonghai Huarun is approximately 14% of the coal expected to be transported by Huarun Electricity Group.

CSDC expects the shipping volume to increase to as much as 50% of the coal to be transported after taking delivery of the bulk carriers. "The construction of the bulk vessels under the agreements will be funded by the group as to approximately 80% of the price by bank borrowings and approximately 20% of the price by internal financial resources," CSDC said. **Source : Seatrade Asia**



SAL's **GRIETJE** seen discharging power transformers at Hamriyah Port, Sharjah, UAE recently.

Photo : Jonathan Mapp ©

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## Kongsberg Maritime Secures Contract to Supply Maritime Simulators to Indonesian Seaman Training Centre

**Kongsberg Maritime** has been selected to supply a large suite of Maritime Simulators to Barombong Merchant Marine College (BP2IP) in Indonesia. As part of the contract, **Kongsberg Maritime** will provide its world-class Polaris and Neptune Simulators for navigation and engine room training to the school's new facility. Following an open tender that saw Kongsberg Maritime's proven products and comprehensive proposal secure the contract, the simulation developer will install an extensive range of equipment and software at BP2IP's new ship-shaped training facility to help meet the increasing need for expert maritime training in the region. The scope of supply includes a ship's bridge simulator, engine room simulator, Polaris Crisis Management/Oil Spill simulator, GMDSS trainers, instructor stations, Exercise Area Database Creator, full mission ERS and target ship, and own ship hydrodynamic models.

"It is a priority for the Ministry of Transport that training centers are able to deliver world-class mariners for the global manning of ships and Kongsberg Maritime Simulators enable us to provide students with the skills and experience they need to become the best seafarers," comments Mr M. Chairul Djohansyah, ST, M.Mar.e, Principal of Barombong Merchant Marine College. "The installation of this training technology shows our commitment to the provision of outstanding education at all levels." The Kongsberg Maritime Polaris and Neptune simulators meet the requirements of IMO, SOLAS, the latest STCW Convention and are certified by the world's leading maritime classification societies. Together, they will provide a broad mix of training scenarios across numerous disciplines, including bridge team management, ship-handling and manoeuvring, radar observation and plotting, automatic radar plotting aids and engine resource and team management. "We already have several deliveries to other civil and naval training centres in

Indonesia but we see this as a significant expansion to our activity in the region,” comments Peter Grindem, Area Sales Manager, Kongsberg Maritime Simulation. “Our delivery to BP2IP covers a broad spectrum of training disciplines and we are looking forward to providing the new facility with our state-of-the-art simulators.” **Source: Kongsberg Maritime** .



Above seen the 2011 built Malta Maritime Pilots Interceptor 48 Pilot/Crew Transfer launch **FOXTROT** leaving Grand Harbour, Malta for sea trials on Friday 21st October, 2011. She was brought to Malta aboard ro/ro vessel **SETUBAL EXPRESS** on Thursday 20th October, 2011. **Foxtrot**, is a pilot/crew transfer version of Safehaven's successful Interceptor 48 with a cab forward arrangement. It measures 14.3m LOA, with a 4.3m beam and 1.3m draft. The hull design is a twin chine, semi-displacement, medium to deep V with a full length keel.

**Foxtrot** is powered by twin Scania D12 engines rated at 530 hp at 1,900 rpm, which deliver an operational speed of 24 knots on a light ship displacement of 17,500 kg. Fuel capacity is 3,500 litres divided between selectable forward and aft tanks, providing a potential 500 nautical mile range at 20 knots or more. A full navigation package centres around Raymarine's E series 12" multi-display units, with radar, plotter, sounder, VHF, AIS and automatic pilot.

**Foxtrot** is fitted out with a seating capacity for 12 pilots/passengers in Westmeken aircraft style reclining passenger seats, and two crew in CAB suspension seats. This provides a very comfortable seating arrangement in the main cabin, which is fitted out to a very high standard. The main cabin is fully air conditioned for operations in hot climates with a 24,000 btu system feeding high level outlets. In addition, the windows are fitted with blinds and an ant-glare coating to reduce UV heat transmission into the cabin. The air conditioning system is powered by a Paguaro 6kw generator which also provides on board 240v power. **Foxtrot** is equipped with a small galley in the forward cabin fitted with a sink, microwave and 240v outlets. The forward cabin also houses a separate heads compartment fitted with a sea toilet and black water holding tank with pump out facilities. There are also twin V berths. **Photo : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©**

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## Harris Pye completes \$4.3 million of work on West Pegasus



The U.K.-headquartered **Harris Pye Group** has successfully completed a \$4.3 million contract for work on Seadrill's **West Pegasus** ultra-deepwater semi-submersible. Undertaken on the rig in Curacao, the six week contract – including five actually on the rig - involved a workforce of 115 working initially on fitting column blisters and then taking on an extended renovation and refurbishment role.

"At the outset we were to be involved solely with the fitting of four 72 tonne column blisters on the rig legs to increase the water plane area of the rig and improve its metacentric height (GM)," explains Harris Pye's Group Technical Director, Chris David. "Once on board it became obvious there was more work to be undertaken to equip **West Pegasus** for its five-year contract with Pemex, and our role was greatly extended."

The **WEST PEGASUS** seen anchored off Curacao  
**Photo : Kees Bustraan**

The column blister contract encompassed the supply of a complete project team; and the design, fabrication and installation of all miscellaneous steelwork to assist in the lifting and fixing of the blisters. "The lifting operation involved some highly innovative solutions," says Chris David. Supplies for the contract included 4000 m of scaffolding; painting repairs; all

tools, equipment and consumables including gases; and a substantial amount of freight. Full documentation on quality control and quality assurance was also included in the contract.

As Chris David explains: "Our extended role on board the **West Pegasus** encompassed the supply of tow bridle tuggers and working platforms; installation of transformers and associated power supplies; modifications to lighting circuits; mudroom stairway installation; new shaker room platform; sea water pipework to RO system; helideck and accommodation walkways; helideck lighting; welding the point ring main; work in the mud treatment room; and installation of miscellaneous lighting and cabling. Once on board the strengths of our multi-talented team was fully maximized on a variety of tasks." **Source : MarineLog**



HAL's **PRINSENDAM** seen passing the Bosphorus last week Wednesday – **Photo : Mike Lacey ©**

## Courage Marine grabs bulker for \$26.6m

Courage Marine has grabbed a 57,000 dwt supramax bulk carrier currently under construction at a Chinese yard for \$26.6m. Heroic Marine, wholly-owned by Courage Marine, will take delivery of the bulk carrier during January 2012.

"The company considers that the current market situation is suitable for the company to renew the company's fleet by acquiring newbuilding vessel in place of the older vessels in the fleet," Courage Marine said. Up to 70% of the newbuilding cost will be funded by bank borrowings and the balance will be funded by internal resources, the shipping firm added. **Source : Seatrade Asia**



Bluewater's **MUNIN FPSO** spotted Westbound in the Singapore straits earlier this week – **Photo : Piet Sinke ©**

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## BMT ARGOSS and International Paint partner to deliver measurable hull coatings performance

**BMT ARGOSS** and **International Paint** have announced the formation of a partnership that can deliver demonstrable and transparent improvements in performance, efficiency and environmental emissions for the global shipping fleet.

By deploying **International Paint's** world class fouling control coatings in conjunction with the **BMT SMARTSERVICES** system, ship owners and operators will be able to benefit from a measurable reduction in energy use and CO2 emissions. The system developed by **BMT ARGOSS** will independently monitor and report to stakeholders, the performance of their vessels. **BMT SMARTSERVICES** builds on the successful track record of **BMT SMARTPOWER** which is an advanced onboard, real-time performance monitoring and reporting system which

acquires and records data automatically from ship sensors and provides valuable ship performance information to the crew and shore based management.

When employed as a package, the BMT system can be used with International Paint's Intersmooth®SPC, the world's only self-polishing copolymer biocidal antifouling that offers 4%<sup>1</sup> savings and 37 years of proven performance on over 33,000 ships, as well as Intersleek®, the latest generation fluoropolymer foul release coating that offers fuel and emission savings of up to 9%<sup>2</sup>. Han Wensink, Managing Director of **BMT ARGOSS** commented: "**BMT SMARTSERVICES** will clearly and transparently demonstrate any in-service performance changes when International Paint's hull coatings have been used. Equipped with a user friendly Web based interface and drawing on BMT's 24/7 access to high quality metocean data, the new system can play a major role in improving operational efficiency of the global shipping fleet."

Paul Robbins, Worldwide Marine Marketing Director at International Paint continued: "We are confident that our high performance biocidal antifouling and foul release coatings when used in conjunction with **BMT SMARTSERVICES** will deliver quantifiable added value for ship owner and operators. One of the reasons we partnered with BMT is that the new system can accurately determine total performance levels by recording over 30,000 readings per day, providing complete transparency and evidence to owners and operators of the performance improvements our advanced hull coatings technology can deliver. The BMT system can be installed at newbuilding or as a retro-fit and by utilising **International Paint's** and BMT's global networks, in-service support will be provided at every stage throughout the life of the coating and the monitoring system." Further details will be available at a forthcoming press and stakeholder event to be held in London towards the end of the year.



The **MAERSK ELLEN** seen outbound from Rotterdam – Photo : Anton de Krieger ©

## Shipping lane between Turkey and Egypt to open in December

Turkey has announced that shipping services between Turkey's Mersin port and Egypt's Alexandria port will begin on December 1st. The initiative will form part of efforts to increase the volume of trade between the two countries, Middle East Monitor reports.

Turkish media reported that Turkish-Egyptian political and economic relations have markedly developed of late as trade relations between the two countries have been enhanced, and more means for the transfer of commodities between the two are being facilitated. Turkish trade ships will begin sailing to Egypt between 5 and 7 December. During the same period, the committee on bilateral business relations between the two countries is due to hold a meeting in Cairo. **Source : PortNews**





The **MSC BERYL** seen eastbound in the Singapore straits – Photo : Piet Sinke ©

## .... PHOTO OF THE DAY ....



Above seen the 1995 built LBR flag container ship **BONAVIA** currently drydocked at the **Palumbo Malta Shipyard Ltd** Dock no 4 with bulbous bow repairs on Tuesday 25th October, 2011.

Photo : Mrs. Vikki Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©

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