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**The latest fleet addition for ISKES tugs in IJmuiden the ARGUS arrived in her homeport
Photo : Marcel Coster ©**

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The new **STENA TRANSIT** seen enroute Hoek van Holland ready for her first crossing to Killingholme
Photo : Jan Oosterboer ©

N-Sea signs Letter of Intent to acquire Subcom

November 7th, the **N-Sea Group BV** and **Subcom BV** have signed a Letter of Intent in relation to the acquisition of Subcom BV by the N-Sea Group BV. Both parties seek to complete this mutually beneficial transaction by the end of this week. As of January 2012 Subcom BV will be integrated into the organization of N-Shore Diving BV. The founder and CEO of Subcom BV – Rodger Weitzel – will become the general manager of N-Shore Diving BV on January 1 when Subcom BV will no longer operate under the Subcom BV name. N-Sea Group BV Managing Director Gerard Keser commented on the acquisition by saying that; "N-Shore Diving BV already has a strong market position in the South-West Netherlands, yet, by strengthening our base, we will be able to respond stronger to the market and take the next step. Subcom BV is a company that has proven itself in the market in which we operate and will become of great value to our organization." Rodger Weitzel CEO of Subcom BV said; "By joining forces with N-Shore Diving BV, I am assured of a stable base for my customers and employees and we see the future with great confidence." Within the N-Sea Group (formerly known as Noordhoek), N-Shore is an all-round service provider and maritime contractor for all marine water activities. The N-Sea Group has a history of more than 50 years, and is known worldwide as an integrated subsea contractor within the oil and gas, renewables, cable and dredging industries. Subcom BV is an international company established in 2003 that specializes in the contracting and implementation of underwater works, marine and industrial service and Survey

Fairstar Heavy Transport N.V. signs USD 167 million five year bank facility and obtains waiver from Bondholders



Fairstar Heavy Transport N.V. has signed a Facility Agreement with DNB Nor, ING and HSH Nordbank. The Facility provides financing to retire the Company's current indebtedness with HSH Nordbank and ABN AMRO, fund the final payments due for the construction of the 50,000DWT semi-submersible vessel **FORTE**, and provide for the issuance of performance bonds required for Fairstar's growing backlog of "Red Box" transportation contracts. The loan terms are based on an eight year amortization schedule repaid

five years from drawdown. The interest rate is set at LIBOR plus 300 basis points. Fairstar has also received an irrevocable agreement with more than two thirds of its bondholders in Fairstar's NOK 300 million unsecured bond to amend the current Bond Agreement so that Fairstar is not in breach of any bond loan covenants. ABG Sundal Collier, acting on behalf of Fairstar as the Company's financial advisor, delivered written confirmation to Fairstar from Norsk Tillitsmann on November 5 at 1800 CET that two thirds of Fairstar's Bondholders had accepted Fairstar's proposal to modify the Bond Agreement. Norsk Tillitsmann, in its capacity as Bond Trustee will issue a Summons to all Bondholders to formalize the Agreement. Philip Adkins, CEO of Fairstar, added the following remarks, "In spite of the turbulent credit environment Fairstar has achieved another significant milestone in the establishment of our Company. We have secured a new credit facility that provides the financial resources we need to grow. Fairstar is an energy services company and our future is inextricably linked to the development of energy infrastructure projects. The Gorgon LNG Project is only the beginning for Fairstar. Australia will become the principal source of stable energy for Asian economic growth for the foreseeable future. Modular construction of the energy infrastructure required to

package this energy into transportable bundles, will require a fleet of modern marine heavy transport vessels. The logistical and technical complexity of these multi-billion dollar energy infrastructure projects involves an ongoing interface between the Project and the marine heavy transportation sub-contractor. Fairstar Heavy Transport has invested its resources in the ships as well as the people required to deliver this valuable service to major energy companies like Chevron. Our strategy has been clear and consistent. We are confident that we will add additional high value, multi-voyage, long term, "Red Box" contracts in the months and years to come. We are well aware of our responsibilities to our Stakeholders and are determined to continue to establish Fairstar as the genuine leader of our industry."



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The **EXECUTIVE HONOUR** seen anchored off Singapore – Photo : Capt. Jelle de Vries ©

Gladstone Harbour dredging "killing off reef"

The Age newspaper reports that the Great Barrier Reef could be in danger of losing its world heritage status, the Australian federal parliament has been told. During Senate question time on Monday, Australian Greens senator Larissa Waters raised concerns about dredging in Gladstone Harbour in Queensland and a subsequent spike in turtle deaths and fish disease.

Queensland authorities imposed a three-week temporary fishing ban at Gladstone Harbour on September 16 after fish were found with sores and clouded eyes. The Gladstone Ports Corporation (GPC) has approvals to dredge 46 million cubic metres from within the harbour boundaries, inside the World Heritage area, over the next 20 years. So far, 1.5 million cubic metres have been dredged.

According to a preview on the ABC website, the broadcaster's Four Corners programme will report that the Great Barrier Reef Marine Park Authority chairman Russell Reichelt is worried about the impact of dredging operations at the Gladstone coal port to accommodate Queensland's expanding coal seam gas industry.

Mr Reichelt told the programme dredging presents an "unacceptable risk to marine life on the reef". In parliament, Senator Waters asked when the government would suspend its approval for dredging in Gladstone Harbour. Senator

Stephen Conroy, representing Environment Minister Tony Burke, replied that Fisheries Queensland had imposed the fishing ban while they investigated infection outbreaks in barramundi and other fish. "No links were found between the fish disease and water quality," Senator Conroy told the Senate. "Water quality testing has shown little change other than seasonal variation for water quality since dredging began." Senator Conroy said the dredging was carried out in accordance with "stringent conditions of approval and environmental management plans" and the latest testing had found a "parasitic flatworm" was the cause of the fish disease in Barramundi. Senator Conroy said authorities were monitoring the situation.

In July, the United Nation's environmental arm criticised the Queensland and Australian governments for allowing gas processing on reef's doorstep. UNESCO said it was concerned three processing plants under construction on Curtis Island, near Gladstone, could affect the "overall universal value" of the reef. It also said the government had failed to tell it about approvals for the three plants, in breach of World Heritage guidelines. The three plants are under construction on Curtis Island, inside the Great Barrier Reef World Heritage area. They will convert coal seam gas, piped from the Bowen and Surat basins in Queensland's southeast, into liquefied natural gas (LNG) for export.

Senator Waters told the Senate "the reef may now be in danger of losing World Heritage status" because of the dredging and future development. **Source : Dredging News Online**



The brand new **BREUGHEL** seen operating at the River Scheldt – **Photo : Piet de Nijs ©**

The advertisement is a rectangular banner. The top section is a collage of three images: on the left, a close-up of yellow pulleys and wire ropes; in the center, a blue and white logo featuring an anchor and the text 'DNV 2.7-1'; on the right, a view of a ship's deck with various equipment. Below the collage is a dark blue horizontal bar with white text. At the bottom is a white horizontal bar with dark blue text and a small logo on the right.

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Braveheart Shipping orders new vessel with Javelin International for windmill industry

Braveheart Shipping B.V. assigned Javelin International B.V. to build a new vessel, the Javelin 22.22. With this vessel, Braveheart is expanding its fleet necessary to extend its field of activity to Sea Area A3. "Both national and international clients are increasing the demand for offshore activities", says Jelle Hakvoort, managing director of Braveheart Shipping.



The vessel will be 22.22 meters in length and equipped with engines of 2 x 1300 HP. The Javelin is exclusively designed to extend the field of activity and to be able to operate past the 2000 mile zone. The stability, comfort and speed are the most important pillars of this vessel. The Javelin has been tested by the Marin Institute in Wageningen and calculated to

optimize the stability (Roll and Pitch). The stabilization system has not been used in the offshore industry before. For a further technical specification <http://www.braveheartshipping.com/nl/javelin>. The vessel is designed to be useful for survey and crew tendering activities as well as for the construction and maintenance of windmill parks. "The choice for the Javelin was made because we can serve an entirely new market with this vessel: the construction and maintenance of windmill parks. The Javelin has qualities that have never been used in this market, such as the vessels stability, also with wave heights of 2-4 meters, the increase of the field of activity and the transfer of personnel to the windmills", says Hakvoort. "This vessel is equipped with at least equal technology to vessels twice as long. The vessels equipment also offers provisions for non-stop service". KD Workboats will build the Javelin 22.22. "Another advantage is that this company also has its registered office in Urk. Now we can follow the build from very close", says Hakvoort. The expected delivery time is planned in May 2012.



SAL vessel GRIETJE seen discharging power transformers at Hamriyah Port, Sharjah, UAE recently.

Photo : Jonathan Mapp ©

ARGUS ARRIVED IN IJMUIDEN



Photo top : Hans Blomvliet ©



The **Damen 2810 ASD** tug with a bollard pull of 63 ton arrived direct from the builders yard in Galati in Ijmuiden

Photo top : Simon Wolf © - Photo right : Marcel Coster ©



Photo : Joop Marechal ©



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The **CARNIVAL FASCINATION**, **CARNIVAL IMAGINATION** and **MONARCH OF THE SEAS** seen in Nassau
Photo : Peter Melman ©

„New ships for old“ is the future

Maersk Line is already planning the recycling of its newbuildings as resources dwindle. New ships for old may be the kind of quid pro quo facing owners in years ahead, according to Maersk Line's head of corporate responsibility, Helene Regnell. —Isn't that a weird concept but it could be true, said Regnell of the consequences of the premium that will be put on resources such as steel as the world's population continues to grow. In 25 years, owners may be unable to acquire a new vessel without offering an old one for recycling. The price of steel will increase and the —comparatively cheap current supply for newbuildings will come under pressure, said Regnell, speaking at a Capital Link forum in London. She points to efforts by Maersk to identify —every nut and bolt on its new 18,000-teu Triple E containerships to be built at Daewoo Shipbuilding & Marine Engineering (DSME) to make —vastly improved recycling possible for most materials, as well as safe disposal of the rest. Different types of steel, copper, hazardous materials and waste will, in co-operation with DSME, all be numbered separately. Most materials will be reusable for newbuildings, says Regnell.

—We invite you to come along on this journey she added. —There is [also] a direct business case behind this. Regnell calls it the most comprehensive —cradle-to-cradle|| passport ever seen. In the meantime, Maersk will continue to send

its superannuated ships for recycling at a eco-friendly facility in China. Regnell says it will take quite a bit of persuasion for Maersk to support the use of recyclers in the Indian subcontinent where vessels are beached instead of being scrapped alongside piers. She concedes that Maersk's long-standing policy is not necessarily the most responsible in terms of corporate social responsibility because —you should engage and not withdraw. Maersk would be willing to support industry efforts to lift the performance of recyclers in places like India and Bangladesh but it would need proof of progress before putting its business there. She was referring to comments by Nikos Mikelis, the IMO's head of marine-pollution prevention and ship-recycling, who said yards in India and Bangladesh that are gradually improving safety, environmental protection and social welfare deserve support. Mikelis asks whether it is too far- fetched for an owner to recycle vessels at a South Asian yard that is implementing improvements and to donate the extra \$50 per ldt earned to a UN agency tasked with creating, for example, a waste-management facility. —Is it not socially responsible — and indeed ethical — to give work when we can to those who need it, rather than to turn our back on them? said Mikelis. **Source: Tradewinds**



"BISSO MARINE's D/B **CAPPY BISSO** and D/B **LILI BISSO** setting a 750 ton superstructure on a newly built US Flagged ship" - Photo courtesy of **David Quintero**

Billa Ferry should have retired 13 years ago

CAIRO The Egyptian ferry that caught fire in the Red Sea earlier last week should have been decommissioned 13 years ago, officials from the Arab Bridge Maritime Company revealed. Billa Ferry was manufactured in 1983 and its lifespan should have ended in 1998. Under Egyptian law, any passenger ferry can be used for 15 years and commercial ships for 20 years, the official said. The remnants of the ferry are still in the Mediterranean Sea after it caught fire on Thursday. It is locked in Jordan s Gulf of Aqaba for investigation. In related news, foreign insurance companies will bear the cost of compensation to passengers resulting from goods lost on the ferry. Around 90 of the insurance companies involved are foreign, according to the Public Committee for Marine Insurance Unions head Abdel Hamid Hassan. Officials from the Arab Bridge Company were summoned for investigation about the fire on the ferry. Some of the passengers accused the officials of neglect. One Jordanian passenger died after jumping into the sea when the ferry caught fire and 12 Egyptians were injured. **Source : egypt.com**

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World's Largest Hover-Barge Sold



Marcon International, Inc. of Coupeville, Washington is pleased to announce the sale of the unfinished, newbuilding hover barge "**Monty**" by builder Sundial Marine Construction & Repair of Troutdale, Oregon. to private buyers.

This unique hover or air cushion barge (ACB) was designed to hover about 5' above the surface while carrying about 450 tons of deck cargo on a clear deck of abt. 9,000ft². She was being built for Vancouver-based Redfern Resources, Ltd. of British Columbia, Canada to transport cargoes of supplies in and ore concentrates out to/from a multi-metal gold, zinc, copper and lead mine on the Tulsequah River in Canada, 40 miles northeast of Juneau, Alaska.

With no roads in the area, the Tulsequah Chief Mine could only be reached from Alaska via the Taku River. The "**Monty**", reportedly the world's largest hover barge,

was designed to be capable of operating year-round over shallow water, ice and land, while being towed by a vessel during ice-free conditions in the summer and amphibious tractors such as Amphitracs or Rolligons with large, soft, low-pressure rubber tires over the ice and crossing open leads during the winter. From Juneau, Redfern intended to barge the ore to the Skagway Ore Terminal where it would be loaded on ships bound for smelters in Asia. The mining company declared bankruptcy in March 2010 and the barge was not completed.

"**Monty**" was designed by Hovertrans, Ltd. and engineered by BMT Nigle, UK. She measures 210' x 82.67' with a 5.58' depth of hull. She is built of DH-36 low temp (minus 20 degree Fahrenheit) steel with sound attenuated aluminum houses which contained the four muffled CAT 3412 diesel driven Woodcock and Wilson fans which provide lift in the hover mode. Electrical power was provided by a 150kW generator and hydraulics by two CAT 3126 power packs. The



hover barge was also fitted with two Grove M977 hydraulic cranes, four 30 ton hydraulic deck winches at the corners and one main heavy-duty bow ramp the width of the barge plus two side access ramps. A 10' x 16' moon pool was installed amidships and fitted with a bolted plate cover. New owners plan to eventually finish the "[Monty](#)" as a hover barge and commission her into their service. Marcon had been appointed as exclusive broker by the Supreme Court of British Columbia appointed Receivers. Even in today's weak economy, Marcon International Inc. has brokered 33 sales and charters to-date this year. Several additional sales are pending and expected to close within the next 45 days. Looking back over the past 30 years, Marcon have averaged about 42 sales/charters per year. Since our first sale in 1983, Marcon has brokered a total of 1,248 vessels and barges sold or chartered. A full list is available on request.

146 Metre fast ferry sold to be converted into superyacht



Above seen Capricorn's sister, Taurus

Keith Lawrence, an independent Broker and Michael Rafferty of Camper and Nicholsons have sold the 146 metre fast ferry [Capricorn](#), built by Fincantieri in 1999. The repeat client will convert it into a 152 metre superyacht, capable of 40+ knots. She will be powered by four diesel engines and two gas turbines, which provide 95,000 hp. The clients are currently in the process of selecting a yard, and naval architect design team, to complete the refit. **Source:** [SuperyachtTimes](#)



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NAVY NEWS

Kursk's sister ship returns to service

The nuclear-powered Oscar-II class submarine "[Voronezh](#)" ready for mission again after five years of repair.



The "[Voronezh](#)" submarine has just returned to Severodvinsk after sea trials following a long-lasting repair period at the Zvezdockha yard. The nuclear powered submarine is similar to the ill-fated "[Kursk](#)" that tragically sank in the Barents Sea in August 2000. "[Voronezh](#)" was taken to the Zvezdockha submarine yard in October 2006 for emergency repairs of the main turbine and to change the uranium fuel from her two reactors. In May 2009, the submarine was launched to sea again from the dock to complete the repairs afloat, a work that was supposed to be completed during 2009. BarentsObserver reported with reference to Vladimir Nikitin, General Director of Zvezdockha.

Itar-Tass reports today that "[Voronezh](#)" will be transferred to the Northern fleet for active service again during November. Following the repairs, the submarine will have an extended service life of 3,5 years. The Oscar-II class is a multi-purpose submarine carrying cruise-missiles. They have their homeport on the Kola Peninsula, west of Murmansk.

Source : BarentsObserver

Indian survey ship Sarvekshak visits

Indian naval ship [Sarvekshak](#) – a state-of-the-art survey ship – is visiting Port Victoria as a part of its deployment to Seychelles and East Africa. The ship is under the command of captain Adhir Arora – one of India's most experienced hydrographers. This deployment, which adds one more chapter to the defence and maritime cooperation between



India and Seychelles, will witness extensive hydrographic survey undertaken by the ship off Seychelles.

India is one of the leading nations in the field of hydrography and in the past it has carried out hydrographic surveys for a number of friendly partners in the Indian Ocean region. This deployment to Seychelles is being undertaken by the Indian navy on the request of the government of Seychelles.

While the [Sarvekshak](#) will be in Port Victoria, Seychelles People's Defence

Forces and the Seychelles Coast Guard personnel will receive extensive training in counter-piracy drills and boarding operations, damage control, fire fighting and first aid. The crew of [Sarvekshak](#) will also provide technical help to the Seychelles Coast Guard. The ship will also operate in close coordination with the Islands Development Company and

the Seychelles Islands Foundation. During this deployment, Seychelles Coast Guard personnel will be trained in various aspects of hydrographic survey, navigation and seamanship. Sarvekshak will also be calling in ports in the region for brief turn around.

The name **Sarvekshak** signifies 'the one who surveys the hidden dangers'. The ship has a displacement of 2,000 tonnes, with a complement of 15 officers and 190 sailors. She carries an array of the most modern hydrographic, oceanographic, geophysical equipment and systems. These include the most modern and high end digital survey and processing system, multi-beam swath echo-sounding system, the latest GPS surveying systems, gravimetres, magnetometres, sound velocity profiling system, and such like which together provide the ship with the capability of mapping the seabed features accurately.

The visit of **Sarvekshak** is a further demonstration of enhanced bilateral cooperation between India and Seychelles on maritime issues. The survey work performed by Sarvekshak will be of immense help to Seychelles in the fields of fishing, ecosystem preservation and management, establishment of artificial reefs, delimitation of the continental shelf of Seychelles and safe navigation of ships and crafts. The entire expense of the survey work and the printing of navigation nautical charts are being borne by the Indian government. Captain Adhir is a specialist in hydrography and also a charge hydrographic surveyor. He has held important appointments in active survey duty onboard ships and at various levels, including that of senior instructor at the National Hydrographic School, Goa, India. **Source :** Seychelles nation

Russia to build two aircraft carriers



By 2027, Russia will have two new nuclear-powered aircraft carriers, one in the Northern Fleet and one in the Pacific Fleet. After years of discussions whether or not Russia needs large aircraft-carrying vessels or can cope with nuclear-powered submarines and cruisers, the admirals now have chosen an —American|| fleet model consisting of vessel groups with an aircraft carrier in the center. The naval leaders believe this arrangement will make it possible to broaden Russia's area of influence in the Pacific Ocean and the North Atlantic Ocean.

The first Russian-built aircraft carriers will be nuclear-powered.

They will be built in modules at two different shipyards and assembled at Sevmash. - To build a new shipyard especially for construction of aircraft carriers would take a minimum of four years and take a very large part of the budget. To use already existing production forces is a lot more effective, a representative for the United Shipbuilding Corporation told Izvestia. The first draft of the new aircraft carrier is planned to be presented in 2012, and the final project should be ready in 2017. If this schedule is met, the first carrier could be put on water in 2023. By that time, the Russian navy must have put together an escort group for each of the aircraft carriers, consisting of missile cruisers, destroyers, multirole submarines, frigates, corvettes, assault landing ships and support vessels, including icebreakers for operations in Arctic zones. Each group will consist of about 15 vessels. Russia has already started construction of new frigates and corvettes, and projects for building of new destroyers and modernization of old missile cruisers have already been prepared. [New bases and training facilities] The aircraft carriers are going to need new bases. Lack of bases was one of the main reasons the Soviet Union's carriers —**Kiev**, —**Minsk** and —**Admiral Gorshkov** got worn-out quite fast — they were laying in open waters practically all the time, exhausting resources. Russia's only aircraft carrier —**Admiral Kuznetsov** is administratively based in the Northern Fleet's main base of Severomorsk, but is not able to dock there, and is therefore berthed in Murmansk, by Shipyard No. 35, most of the time. In addition to continued training of aircraft pilots on Ukraine's Nitka training range, the Defense Ministry plans to build a new training center for pilots in Yeysk in the Krasnodar territory. **Source: BarentsObserver**

SHIPYARD NEWS



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First Havyard design vessel built in China launched



Photo : Havyard

The first vessel designed by Havyard group in Norway to be built in China has been launched. The vessel from the Herøy-based company is of Havyard 843 design and was launched at Yuexin Shipbuilding on 28 October. The AHTS will be named **Kan Tan 225** and is being built for the Chinese shipowner Shanghai Offshore Oil Shipping Co, part of Sinopec.

Main data for Havyard 843 CD AHTS:

Length: 81 metres
Breadth: 19.5 metres
Draught: 8,5 metres
Speed: 17 knots

AH winch: 400 tonnes
Bollard pull: 200 tonnes
Accommodation : 34 persons
Source : Offshore Shipping Online

1 killed, 2 hurt in blast at Chicalim shipyard

A worker was killed and two others were seriously injured in a high intensity blast in a ship repair yard at Chicalim on last week Saturday morning. According to eye witnesses, the blast was so powerful that the deceased Sanjay Chavan, 27, hailing from Uttar Pradesh, was flung on the roof of the nearby St Anthony's chapel. Glass windows of the chapel were also broken.

While Chavan died on the spot, the other workers Naresh Chandra and Ram Singh, who fell near the road, were rushed to a private hospital where they are presently undergoing treatment. A portion of the barge was extensively damaged. Vasco police have registered a case of negligence against the managing director and supervisor of Waterways shipyard. The incident occurred at 10.45am on Saturday when finishing touches were being given to a newly constructed barge which was to be launched on Sunday. Iron plates of the barge were strewn on the road and the adjacent to the chapel. The impact was also felt by people residing in buildings nearby. On receiving information of the explosion, the emergency services like police and 108 ambulance rushed to the site. The traffic on the road came to a halt for sometime. Interestingly, the fire department was told about the incident much later and they reached the site at about 11.45am.

According to sources, "They were building a new barge named as **Shantam 3884** which was scheduled to be launched on Sunday. The workers were giving finishing touches to the barge when the blast occurred. Though the exact cause of the blast is not know, experts have pointed out that the blast occurred in the right wing tank. Almost 15-16 labourers were working on the barge during the incident." South Goa collector Sandip Jacques and deputy collector Sabaji Shetye inspected the site. The bomb disposal squad was also rushed to the site by the police to check the presence of any bomb but nothing was found. The owner of the shipyard said he was clueless as to how the blast occurred. On getting the news, chief inspector of factories and boilers S M Paranjapee rushed a team of officials to the site. Sources said they will prepare a report on Monday. Enquiries by the team revealed that there was negligence on the part of some workers as solvent fumes had caught fire. **Source: Times of India**



Above seen the Jan de Nul TSHD **FILIPPO BRUNELLESCHI** waiting for dry-dock at Las Calderas
Photo : Rinus Koppenhol ©

Damen dredging equipment for Canadian hopper dredger

Damen in The Netherlands is supplying a number of items of equipment for a new hopper dredger which is being built in Canada, which will perform the maintenance dredging activities of the St Lawrence Seaway. Ocean's companies, the shipbuilder and future dredging contractor, have opted for a proven design, fitted out with a Damen trailing pipe and other Damen dredging gear.

The self-propelled 62m long, 1,180m³ split hopper dredger will be fitted out with a 500mm trailing pipe. The vessel, built under Germanischer Lloyd and provided with a Transport Canada certificate, has a Damen dredge pump capable of 5,500m³/h.

Other elements of the Damen delivery are the overflows, the jetwater monitors, the dredging instrumentation and the bow coupling unit. Damen Dredging also supplied a steel package for the hull. The vessel is currently under construction at the Groupe Ocean yard at Isle-aux-Coudres and will be launched in July next year.

The short delivery time is possible as the vessel is a sister vessel of **Omvac Diez**, recently built in Spain to the design of the naval architect Carceller. The construction of the vessel is a close cooperation of Carceller, Damen and Ocean.

Source : Dredging News Online

German yards seek repair as newbuilding dries up

Several German shipyards have revealed they are turning to repair to help fill gaps left by a shortage of newbuilding orders, but that the competition for repair is also growing. Tom Todd writes: Lloyd Werft Bremerhaven (LWB) told The Motorship its traditional repair activity had been —somewhat overshadowed of late by spectacular newbuildings and ship completions. Joint MD Rüdiger Pallentin said LWB was now making greater efforts to return to its roots in ship and machinery repair and conversion —in all their aspects|| because newbuilding was now harder to acquire.

Pallentin said the yard wanted to better market —the whole spectrum of its repair skills on the international market. —We were always the international experts for repair and conversion. In future we want to bring that more into the spotlight||, he said. Dieter Kühne, MD of tanker newbuilding yard Lindenau in Kiel told The Motorship that because of the shortage of newbuilding —the main emphasis of our activities at the moment is repair and maintenance. The sector is becoming an increasingly important mainstay. Kühne warned however that others were also trying to acquire work in alternative sectors like repair. As a result —the fight for repair contracts is also getting increasingly tough||, he said. Another traditional newbuilder, Mützelfeldt Nord in Cuxhaven, is also concentrating on repair and offshore. MD Felix von Waldow was quoted as saying German yards can no longer compete with Asian yards or their prices. This had prompted home yards to fall back on repair, he said. Von Waldow echoed Kühne saying that in turn had meant increased competition for repairs and declining prices in that sector too. Mützelfeldt Nord and Lindenau both stressed locational advantages for repair – Mützelfeldt on Elbe deep water and Lindenau at the entrance to the Kiel Canal. Kühne also said dock availability —is beginning to pay off. Source: The Motorship

Damen set to launch new Platform Supply Vessel series

Damen Shipyards will unveil its new Platform Supply Vessel (PSV) at EUROPORT 2011 and will launch a complete PSV range in the next few months. The PSV 3300 E3 is a dedicated supply vessel to transport supplies to oil and gas rigs and is specifically designed to perform safely in adverse weather conditions. The first two vessels will be built at the renowned Damen shipyard in Galati, Romania. Delivery is scheduled for early 2013.

Damen's new vessel series will range from the smallest PSV of 1,500 dwt to the largest of approximately 6,500 dwt. The new range of vessels is expected to launch in the first quarter of 2012. Although the series of vessels are primarily designed as PSVs, the platforms can also serve as a basis for other offshore support services such as diving support, drilling or well stimulation. The vessels can also play a role in oil recovery and firefighting operations.

A unique eye-catching design, with a well-designed, sleek bow makes the PSV 3300 E3 a distinctive vessel. The vessel boasts a large 700 m² main deck and can carry 10% more cargo than Damen's former PSV. Even though it has a larger cargo capacity, the new vessel will have improved speed performance with the same engine size, facilitating significant savings in fuel costs and emissions. This vessel follows on from the Damen PSV 3000 of which nearly 20 have been built so far. Damen has spent a lot of time on Research & Development and model tests of the new 80 m

long vessel. This resulted in a modern hull with lower resistance and extremely good seakeeping behaviour. Mark Couwenberg, one of the ship's designers, describes the vessel as a "sea truck" because it offers efficient, reliable and safe logistics at sea.

He stresses that the new vessel type has benefited from design input from the PSV 3300's Norwegian client and from operational studies carried out on Damen PSV 3000 vessels operating in the North Sea. "We examined the logbooks and asked the crew to fill in questionnaires. We really looked at how these vessels were being used and all of this input was fed into the new PSV 3300 design. This added to extensive experience that we had already built up from our designs for the Brazilian market, where more than 15 of these vessels are operating to the full satisfaction of their owners."



"We have spent considerable time on extensive CFD studies to investigate and optimise the hull shape. A model of the resulting hull has been tested at Maritime Research Institute Netherlands (Marin) to verify the results," he adds. The slender hull reduces fuel oil consumption, not only in calm water but especially in rough seas.

Slamming has been reduced to very low levels, which results in improved comfort and safety for the crew, vessel and cargo. Safety and comfort have been given a high priority in the new vessel. Accommodation is designed to the current standards in the 24/7 offshore industry and each cabin has access to the Internet, radio and television. The vessel provides a very safe working environment, especially on deck but also in all other working areas. Additionally, there is a safe, sheltered foredeck.

The Damen mind-set during the design process is to reduce the impact vessels have on the environment and to build ships according to the Damen E3 principles that take into account the needs of the planet, the people operating the ship and the owner's need to make a profit: Environmentally friendly, Efficient in operation and Economically viable. "The starting point here was the right hull because this is vital in reducing fuel consumption," stresses Jan van Os, Product Director Damen Offshore & Transport. "Every tonne of fuel saved translates to a reduction of emissions." In addition, the vessels fulfil the latest requirements of Clean Design and Environmental Protection standards of the major classification societies. The location of oil tanks, hull coatings, refrigerants, ballast water and other environmental aspects were also given special attention.

All in all, Damen expects the PSV 3300 E3 and its smaller and larger sister vessels to be a successful design. Mr van Os says: "Essentially, the new PSV is more productive, more environmentally friendly and has many interesting features. We look forward to presenting the model at EUROPORT 2011 and discussing it with our clients."

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PGS vessel "**Ramform Viking**" seen at Walvis Bay, mobilizing for a seismic project offshore Namibia.

Photo : Carlos Morgadinho @ KLD Ships' Agency (c)

DP World Australian ports hit by strikes

Industrial action began at 7am local time yesterday at the Fremantle and Brisbane ports, and is due to continue in Melbourne today before arriving in Sydney on Saturday, The National reports. Workers at each port will strike for 24 hours. Talks broke down between DP World and the Maritime Union of Australia (MUA), which represents 10,000 stevedores and ships' crew members. Workers are striking for a 5 per cent pay increase and are also objecting to working conditions, which one union official said included "unacceptable safety practices". After more than 20 meetings, workers began industrial action. The strikes come as high-profile labour unrest hits many of Australia's companies. Qantas, the country's flag carrier airline, recently grounded its entire fleet in response to industrial action by trade unions representing pilots, engineers and transport workers. However, strikes planned by the MUA against the country's three major terminal operators could be averted, said Warren Smith, the union's assistant national secretary. "We've just been able to reach an in-principle agreement with Patrick's - the country's other major terminal operator," he said. "This shows that when both parties are prepared to sit down and talk constructively, an agreement can be reached. The MUA is always willing to sit down and negotiate in good faith." DP World declined to comment. The company's London-listed shares fell 1.7 per cent to 670 pence yesterday. But the industrial action would have only a slight effect on the profitability of DP World, said Kareem Murad, a logistics analyst at Shuaa Capital. DP World sold a 75 per cent stake in its Australian operations to Citi Infrastructure Investors last year for A\$1.5 billion (Dh5.7bn),

retaining a 25 per cent stake in the business. "This is mostly somebody else's problem right now," Mr Murad said. "They manage these ports and it will have a slight impact on [income from] joint ventures and associates, but nothing really major on the top line." **Source : PortNews**



Above seen the Hong Kong registered CSC Bulker "**CHANG HANG KANG HAI**" at the Waalhaven on 04.11.2011 during discharge of grain by **Marcor Stevedoring BV** with their Bascule floating cranes **Marcor 4** & **Marcor 2**
Photo : Reinier Meuleman ©

Regent plans cruiseship order

Regent Seven Seas Cruises of the US mulls cruiseship order at a European shipyard. The Florida-based operator's president Mark Conroy told reporters at a Las Vegas conference that the company is in talks over a new ship. Delivery would be likely in 2014, if it goes ahead with the deal. The vessel will be 50,000 gt class and carry 700 passengers, similar to the existing three ships in the fleet. **Source: Asiasis**



The THSD **CHARLES DARWIN** seen at Puerto Nuevo, Colombia **Photo : Erik Puister ©**



HEAVY CARGO LOADED IN SLIEDRECHT



The 1230 tons cutter ladder for the newbuilding **CSD AMBIORIX** seen getting loaded by **SARENS NEDERLAND** onboard the barge **NP 289** in Sliedrecht where the ladder was constructed at the **IHC MERWEDE** yard, earlier the 400 tons spudcarrier (below) was loaded onboard the barge – **Photo : Sarens Nederland ©**



Photo : Jan van Heteren ©

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.... PHOTO OF THE DAY



The **THOR BRIGHT** seen moored in Cape Town – Photo : Aad Noorland ©

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