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The 2088 built SYROS (3,220grt) arrived in Aberdeen Scotland on 7/11/2011 to bunker the Polar Duke. Syros is seen passing Aberdeen VTS inbound.

Photo : Iain Forsyth ©

See a trip during yesteryears onboard the tanker **GULF HOLLANDER**, a film made by **Hans Overgaag** at :
<http://www.youtube.com/watch?v=4sA2VDKjKgg>

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The **BILBAO BRIDGE** seen departing from Singapore Pasir Panjang terminal - Photo : Piet Sinke ©

Indian ship thwarts piracy attempt in Gulf of Aden, 26 pirates arrested

Indian Naval ship, INS Sukanya, thwarted a piracy attack in the Gulf of Aden and captured three boats of the pirates. A statement from the Defence PRO says the incident happened when **INS Sukanya** was escorting a group of merchant vessels. Five pirate boats tried to attack these vessels but were challenged by the Indian Naval ship. After a brief skirmish, two of them managed to flee the area but three boats were captured by **INS Sukanya**, the statement said. The three boats had a total of 26 Somali crew onboard. During the operation, six AK-47 rifles, 12 magazines and about 300 rounds of ammunition were found and confiscated. The operation holds significance as over a hundred

billion dollars of India's external trade passes each year through this busy sea lane. This is the fifth successful anti-piracy operation conducted by **INS Sukanya**, in the course of her ongoing patrol mission in the Gulf of Aden, which commenced in September. **Source: NDTV**



Above seen the 2007 built SGP flag and owned offshore tug/supply ship **SALVERITAS** together with **SPINOLA** towing jack up oil rig **ENSCO 85** from offshore Zarzis, Tunisia bound to Grand Harbour, Malta on Friday 11th November, 2011. **Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com**

Maritime unions call for Matsuda to resign

Maritime unions are up in arms and calling for the resignation of U.S. Maritime Administrator David Matsuda, following the release of a MarAd report that compares the costs of U.S.-flag and foreign-flag vessel operations.

The report, a Comparison of U.S. and Foreign-Flag Operating Costs, reaches the conclusion that it costs more to operate ships under the U.S.-flag than under an open-register flag and that the chief reason for this is that U.S. citizen crews are more expensive than third-world crews.

Possibly this is news to the Maritime Administrator, who worked as an attorney with the safety law division of the USDOT's Federal Railroad Administration before becoming a staffer for Senator Frank Lautenberg. Matsuda has often been criticized in maritime circles for his lack of knowledge and engagement with the maritime industry. One well-known maritime attorney who works for a major flag state went so far as to say that the Administrator was "underwhelming." Another prominent member of the salvage community said he was going to make it his mission to get rid of Matsuda. One long-time maritime commentator called him "the invisible man."

What appears to have infuriated union officials is that they were not even consulted regarding the report. The American Maritime Officers, International Organization of Masters, Mates and Pilots, Marine Engineers Beneficial Association and the Seafarers International Union issues a joint statement criticizing the report.

In part the joint statement said: "The U.S. Maritime Administration recently released a highly contentious study of American-flag shipping without any input whatsoever from maritime labor. This inexplicable decision guaranteed that the report would not contain the information that Congress and the Administration would need to develop and implement meaningful maritime policy that strengthens, not weakens, the U.S.-flag merchant marine, provides jobs for American, not foreign, maritime workers, and bolsters, not diminishes, the economic, military and homeland security of the United States. The administrator who approved the report, David Matsuda, should be held accountable." The MarAd report also recites various suggestions for enhancing the competitiveness of the U.S.-flag fleet. Among these are to amend the Jones Act to reduce the U.S. citizen crew, introduce a second "open" U.S. register, amend labor laws and U.S. Coast Guard manning requirements, as well as changes to labor pensions and health care costs and training costs. None of these are news either and none of them are going to happen. "The Maritime Administration," said the unions in a joint statement, "more than a year ago, was

tasked by Congress with identifying ways to boost American-flag shipping. Instead, the agency accepted a report based on incomplete information whose main conclusion – that in the deep-sea commercial sector, it often costs more to use U.S.-flag ships – isn't news to anyone. The fact that MarAd chose to exclude a significant segment of the maritime industry from this process, and accepted a report that includes possible cost-cutting suggestions that are completely contrary to the overall best interests of the United States, represents a gigantic failure in Matsuda's leadership and a missed opportunity on the part of the Maritime Administration.

"How could the Maritime Administration sign off on a report that suggests consideration of weakening or eliminating the Jones Act, one of the bedrocks of our national and economic security? How could the agency not refuse the mere notion of turning America into a second register? (It should be noted that the carriers interviewed for the study soundly rejected lowering U.S.-citizen crewing requirements as well as the second-register idea.)" **Source :** **MarineLog**



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



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The German tug **OCEANIC** was spotted at the Weser river last week – **Photo : Hans Steenbeek ©**

Armed guards on ships could be an offence, says minister

Shipping firms which place private armed security guards on ships passing areas where pirates operate risk criminal prosecution, justice minister Ivo Opstelten said. Jumbo Shipping from Rotterdam and Vroon Shipping based in Breskens have both said they will carry armed guards while sailing under the Dutch flag. 'The guards are a deterrent. They carry semi-automatic weapons and are visible on board ship,' a spokesman for Jumbo Shipping is quoted as saying by Nos television. The ministry of defence has set up special teams to help combat the threat of piracy but the shipping firms say this is not a solution. 'You have to order them six weeks in advance and we cannot work like that,' the Jumbo spokesman said. Denmark, Spain, Norway and Britain do allow shipping firms to use private security guards while travelling close to the Somali coast. **Source: Dutch News**



The **ROLLDOCK SUN** arrived in Cape Town for Bunkers – **Photo: Ian Shiffman ©**

Palm Beach billionaire invests \$62.5M in British shipping line

In his latest wager on energy demand in developing nations, billionaire Wilbur Ross said Thursday that he will take a stake in a British shipping line that moves liquefied natural gas. Ross, who lives in Palm Beach, said his WL Ross & Co. will pay up to \$62.5 million for 19 percent of Navigator Holdings Ltd. of London.

Navigator Holdings, which reported \$43 million in revenue in the first half of the year, has about 10 percent of the natural gas shipping market, Ross said. The company delivers natural gas to Latin America, a region Ross is banking on to boost exports as the economy recovers. "This is a bet on emerging markets," he said. Ross investment in Navigator Holdings follows a larger deal this summer, when Ross teamed with a Chinese fund to invest \$900 million in Diamond S Shipping, which owns a fleet of oil tankers. **Source : The Palm Beach Post**



Sinterklaas arrived onboard the Pakjesboot **DE TIJDGEEST**, as seen above escorted by the KNRM lifeboat **JEANINE PARQUI** in the port of Hoek van Holland – **Photo : Kees Torn ©**

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Brazil investigates oil spill

Brazil's president has ordered a full investigation into an oil spill near an offshore field operated by oil giant Chevron Corp. Dilma Rousseff said in a statement that she wants a "rigorous investigation" to determine responsibility for the spill near the well being drilled by Chevron's Brazilian subsidiary. The statement says the Mines and Energy Ministry and the National Petroleum Agency will conduct the probe.

The oil spill was detected on Thursday. In a statement e-mailed Saturday, the oil company said it was "responding to oil seeps and a subsequent sheen in the vicinity of the Chevron operated Frade project in water depths of

approximately 3,800 feet (1,200 meters)." Frade is located 230 miles (370 kilometers) off the northeast coast of Rio de Janeiro state.

The statement also said the total volume of the sheen was estimated at between 400 and 650 barrels of oil and that Chevron was "scheduling and deploying a fleet of support vessels to control the sheen and minimize any environmental impact." Chevron said a remotely operated subsea vehicle detected seep lines near Frade and that these were the source of the oil sheen at the surface. It added that it had closed a well it was drilling in the vicinity of the oil seeps and that "investigations are continuing on the cause and source of the seeps." **Source : Boston.com**



The **CPO JAPAN** seen at the Northsea Canal – **Photo : Erwin Willemse ©**

Vandals put ferry out of service

VANDALS trashed a vending machine and let off fire extinguishers on a ferry in Gourock - temporarily putting it out of service. Their wrecking spree caused disruption for passengers after one return sailing had to be cancelled this morning. **MV Argyll Flyer**, which operates on the passenger-only town centre service from Gourock to Dunoon, was at the town's terminal when it was broken into sometime between last night and this morning. The vessel is owned by Argyll Ferries Ltd, an offshoot of Caledonian MacBrayne. Sergeant Ian Wood, of Greenock police, said: "This is a mindless incident, causing disruption to the community's travel plans."

Ferry bosses this morning told the Tele that only a minimum of disruption was caused, and said the boat was back in operation in time for rush-hour commuters this morning. A spokesman for Argyll Ferries said: "The key thing from the service point of view is only one return sailing was missed because the fire extinguishers were damaged and we are not allowed to sail without working fire extinguishers. "The 6.20am service from Gourock and 6.45am from Dunoon was cancelled but normal service was resumed after that. Only one sailing was affected. "We were very disappointed, but pleased we were able to resume the service as quickly as we did." Anyone with information about the incident should call police on 492500 or ring Crimestoppers anonymously on 0800 555111. **Source : greenocktelegraph**

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The **BALTIC STAR** seen moored in Beverwijk – Photo : Hans Blomvliet ©

Top ferry operator award

P&O Ferries was named Ferry Operator of the Year at the British Travel Awards 2011, which is widely regarded as the 'Oscars' of the travel industry. The company was also voted Best Cross Channel Operator and Best Ferry Operator (other routes) for its services from Hull to Rotterdam and Zeebrugge. More than 700,000 votes were cast by members of the public and travel trade professionals and the awards were presented at a ceremony in London hosted by writer and broadcaster Gyles Brandreth.

It is the fifth consecutive year that P&O Ferries has taken the top ferry operator title at the awards, which was established in 2005. The mix of public and trade votes makes the British Travel Awards a benchmark of excellence for travel companies and the awards process includes a comprehensive consumer survey that makes it the UK's largest measure of public opinion about the travel industry.

Simon Johnson, Passenger Services Director of P&O Ferries, collected the awards on behalf of the company and said: "We're delighted to have been voted top ferry company by our customers and I'm grateful to the front line staff at our ports and on board our ships who make such a huge contribution to the P&O Ferries travel experience. It is the quality service that these teams provide on a daily basis that helps to consistently mark us out as first choice for ferry customers. This has been an exciting year for the company, with the delivery of our new Dover-Calais ship, the Spirit of Britain, and to end the year on a high by picking up this top award is a fantastic achievement."



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The **TIGRIS** arrived in Cape Town – Photo : Ian Shiffman ©

Ferry hijacked in western Turkey's Gulf of Izmit

A passenger ferry has been hijacked in north-west Turkey, media reports say.

Turkey's NTV channel said the ferry, named **Kartepe**, was travelling in the Gulf of Izmit. One report said five hijackers had overpowered the ferry's captain, but the mayor of Izmit told the TV there was only one hijacker, who claimed to have a bomb. Izmit is a port in the Sea of Marmara, about 100km (60 miles) east of Istanbul.

Mayor Ibrahim Karaosmanoglu said he had spoken to crew, who had told him there was just one hijacker and that he was demanding to speak to the media. His identity or motive was unclear, but NTV said he had claimed to be a member of the outlawed Kurdistan Workers Party (PKK). Kocaeli regional governor Ercan Topaca said the ferry was on its way from Izmit to Golcuk when it was hijacked at around 17:45 local time (15:45 GMT).

There are up to 20 passengers and four crew members on board. Coastguard boats were tracking the ferry, which was now close to the town of Yalova, state TV said.



The **ORANGE STAR** seen outbound from Rotterdam – Photo : Kees Torn ©

Thai traders request waiver of fees for stranded cargo

Exporters and importers want the Port Authority of Thailand (PAT), the Customs Department and banks to ease regulations and waive fees collected on containers stranded in port by the months-long flooding, reported the Bangkok Post.

Thongyu Khongkhan, a vice-president of the Thai Logistics Services Provider Federation, said thousands of containers are stranded in Klong Toey and Laem Chabang ports because the factories that ordered the cargo are now inundated.

The cargo comprises raw materials, equipment, machinery, parts and components for industrial production. "We're asking the PAT to cut rental fees for containers that cannot be moved out of the ports for the time being," said Thongyu. "These containers are being kept there due to the manufacturing disruption in the inundated industrial estates, while Greater Bangkok has also been hit by the flooding."

As well, the federation has asked the Customs Department not to place imported cargo on the F list – used for overtime cargo – if importers fail to declare the items within 60 days, said Thongyu.

He said the proposal, which was made through the Thai National Shippers' Council (TNSC), also asks the department to provide services around the clock to clear the backlog once the situation returns to normal. Klong Toey Port in Bangkok and Laem Chabang deep-sea port in Chon Buri province are now both operating as normal after the former suspended services for five days last week due to the high level of the Chao Phraya River.

The two ports together can accommodate 5.5 million containers. Thongyu, who is also an adviser to the Land Transport Federation of Thailand, said banks are also being called upon to extend the period for packing credit and amend the terms of letters of credit (LCs) for those exporters whose production has been affected by the floods.

"Some exporters may not be able to ship their products on time and need their banks to amend the terms for LCs and packing credit and waive the fees," he said. Thongyu also noted that shipping lines have declined to operate from the Lat Krabang inland container depot, which is at risk of flooding. As a result, exporters have had to move their goods from Lat Krabang to a port at their own expense.

TNSC chairman Paiboon Ponsuwanna said his organisation is willing to help coordinate with relevant agencies regarding importers' concerns. "But we must be realistic. If each company kept their containers in port, then all the space would be full, leaving little or no room for other activities, especially exports," he said. The TNSC, which comprises nearly 3,000 exporters, has reported a 10 percent year-on-year decline in exports since early last month.

Fourth-quarter exports of the seven submerged industrial estates are expected to fall by 30 percent year-on-year, Paiboon added. **Source : PortNews**



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NAVY NEWS



The Russian navy ship **VARYAG** seen outbound in Vancouver harbour Nov 11 2011

Photo : Robert Etchell ©

Norway Should Maintain Submarine Fleet

Norway's national defense capability would be best served by either extending the life of its submarine fleet or acquiring a next-generation sub, according to a study commissioned by the Ministry of Defense (MoD). The study, which examined Norway's submarine needs after 2020 when the Navy's Ula-class fleet is due to be renewed, determined that no other military capabilities are suited to replace its submarines. The direct inference is that Norway should replace its submarine fleet with a new-generation of Arctic-class stealth subs.

The study is a collaboration among MoD, the Defense Forces Command and the National Institute of Defense Research. The Ula-class submarines have had midlife upgrades and are due to be phased out after 2020 unless a new investment program is established. MoD now plans to analyze how the Navy's submarine fleet can be replaced. This investigation will form a central part of a new study to be completed in 2014.

This new study will examine available options, including extending the life of the current Ula-class fleet or acquiring a next-generation submarine after 2020. It is expected that a final recommendation will be submitted to the MoD and parliament in 2017.

The study given to MoD on Nov. 3 considered three primary options before it concluded that maintaining a submarine fleet is in the best interests of national defense and key to the government's High North and Arctic security strategies.

The study contemplated the consequences of halting investment in submarine capability and phasing out the present fleet. The second option considered the impact of a continuation of the submarine fleet. This included the possibility of prolonging the life of the Ula-class subs, a new acquisition program or a combination of the two. A third option explored alternatives to the submarine, such as the expanded use of surveillance technologies, including sensors.

Sweden has had informal discussions on the possibility of selling its next-generation A26 submarine, which is under development, to Norway. Other possible European acquisition options include France's Barracuda-class submarine or the German-designed Type 212 or Type 214 subs.

Norway's submarine capacity was reduced in the late 1990s when the Kobben-class subs were phased out. This left the Navy with six diesel-electric propulsion Ula-class vessels.

The Ula-class boats are primarily active in coastal policing and defense operations, being limited in their diving depth to around 820 feet. All six subs came into active service in 1989-92 and comprise a mix of German, Norwegian and French engineering technologies and weapon control systems, including Kongsberg's MSI-90U torpedo fire-control platforms. **Source : DefenseNews**

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Hr Ms **A 802 SNELLIUS** seen outbound from Rotterdam – Photo : Harry van den Berg ©

Vietnam In Talks to Buy 4 Sigma-class Corvettes

Vietnam is in talks with Dutch-shipbuilder Damen Schelde Naval Shipbuilding (DSNS) for the purchase of four Sigma-class corvettes, a spokesperson for the shipbuilder said on Nov. 11.

Two of the ships will reportedly be built in Vietnam, where the technology transfer will be an "important contribution" to the country's ability to develop its navy and a "national capability for warship repair and maintenance," said Sam Bateman from the S. Rajaratnam School of International Studies at Nanyang Technological University in Singapore.

In 2005, Vietnam canceled plans to build Project 2100-type corvettes because the task was beyond its technical capacity. "Vietnam has been able to assembly BPS 2000 corvettes from knock up kits, but was not able to step up to taking charge of the construction process," said Carlyle Thayer of the Australian Defence Force Academy. But the SIGMA vessels - the acronym stands for Ship Integrated Geometrical Modularity Approach - "represents a revolutionary new modular technology in which ships from 50 meters to 150 meters can be built," Thayer said.

There has been no confirmation on what type of Sigma-class vessel is under consideration. Vietnam will be joining Indonesia and Morocco in operating Sigma-class vessels. Indonesia began taking delivery of four Sigma-class vessels in 2007; a year later, Morocco signed a \$2.12 billion contract for three vessels that are now being delivered.

"This represents a major stride forward in Vietnamese defense industry capabilities," Thayer said. "The SIGMA class represents a major step forward in technology and tonnage." Vietnam's navy has been expanding both its surface and submarine fleet with new procurements from Russia, including Kilo-class submarines. The modernization effort is part

of a response to China's growing military clout in the South China Sea and territorial disputes over islands claimed by both nations. "The bottom line is that Vietnam is stepping up the pace of acquiring modern ships capable of defending Vietnamese interests in its Exclusive Economic Zone, such as armed escort for oil exploration vessels," Thayer said.

Beijing has thus far used mainly civilian enforcement vessels in its dispute with Vietnam, but now "China will now have to decide whether to accept the new status quo or commit to deploying PLAN [People's Liberation Army Navy] ships," he said.

In May, three Chinese vessels operated by the State Oceanic Administration harassed a Vietnamese oil exploration seismic survey vessel inside Vietnam's Exclusive Economic Zone.

China and Vietnam have been bumping into one another in the South China Sea since the 1970s. In 1974, China took the Paracel Islands by military force from then-South Vietnam, but Hanoi continues to claim the islands. Then, in 1988, China and Vietnam fought over the Johnson South Reef in the South China Sea. China sank two Vietnamese naval vessels and opened fired on Vietnamese troops occupying the reef, killing 30. **Source : DefenseNews**

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The fabrication of a SBM Offshore CALM buoy at the DSIC shipyard Dalian ,China for Tanzania

Photo : John Ravenshorst ©

First quarter improvement for ASL Marine

ASL Marine booked a healthier set of results for its first-quarter ended 30 September 2011 on higher contributions from its shiprepair and chartering businesses. The Singapore-listed company posted net profit of S\$8.5m (\$6.6m) during the quarter compared to S\$8m in the same period of last year.

Revenue also rose to S\$83.1m compared to S\$81.4m a year ago. ASL has an outstanding orderbook with respect to long-term ship chartering contracts amounting to approximately S\$57m. "Going forward, the challenging market conditions and strong competitive pressures remain imminent headwinds that cannot be ignored," said Ang Kok Tian, chairman and managing director of ASL. **Source: Seatrade-Asia**



The **COASTAL SERVICE** seen under large overhaul at the **De Haas shipyard** in Maassluis

Photo : Michel Kodde ©

Seafighter work for Austal USA, BAE Systems

Austal USA, Mobile, AL, has been awarded a subcontract by BAE Systems Southeast Shipyards, Mobile, AL, to provide structural maintenance services for **Sea Fighter (FSF-1)**—perhaps better known as the "X-Craft"—a U.S. Navy Research Vessel which is used for advanced technology demonstrations.

Built by Nichols Brothers Boatbuilders, Whidbey Island, WA, the Seafighter is a 79.9 metre high-speed aluminium catamaran, designed to operate at speeds in excess of 50 knots. It is operated by Great Eastern Group for the Office of Naval Research (ONR).

Austal CEO, Andrew Bellamy, said "This contract is further recognition from the defence community that our core skills add value in the in-service support phase. It shows we can successfully grow our international support business, and leverage our defense contracting credentials beyond new ship construction, in line with our strategy."

Austal currently provides in-service support to defense vessels in Australia, Oman, Trinidad and Tobago and the United States. "We are very pleased to be teaming with the professionals from Austal. The ability to harness the strengths of both companies in a cooperative effort will be fundamental to securing future opportunities," said Vic Rhoades, director and general manager of BAE Systems Southeast Shipyards Alabama.

Austal USA President and Chief Operating Officer Joe Rella said, "We are excited to work with our neighbors at BAE Systems and bring more business to Mobile, Alabama." Austal's contract value is approximately \$1.5 million dollars, and work is expected to extend into the first quarter of 2012. **Source : MarineLog**

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The **DIAMANTGRACHT** seen outbound from San Francisco do Sul after discharging a motor yacht

Photo : Jacob Kiewiet ©

Saga Tankers plunges to the depths

Soon to be wound up **Saga Tankers** reported a net loss for 3Q11 of \$104.3 mill. However, the net loss adjusted for impairment charges, loss on sale of vessels and amortised borrowing costs was \$2.3 mill. These are non-cash items, the company said.

Gross freight revenues for 3Q11 were \$15.1 mill, while operating revenues for were \$6.6 mill. EBITDA for the third quarter was \$1.9 mill. The company reported average TCE daily rates obtained on all the four VLCCs was \$18,750 during the quarter, while average TCE for the three spot trading vessels was \$13,031 per day. Average OPEX per vessel was \$12,027 per day, while the average OPEX year to date was \$11,408 per day. Saga Tankers is to hold an EGM in the next few days to decide the company's fate. **Source: Tanker Operator**



The **THOR ALPHA** seen moored in IJmuiden – Photo : Marcel Coster ©

Throughput of Russian seaports inches up 0.8 percent in Jan-Oct

Cargo traffic at Russian seaports in January-October this year rose 0.8% over the same period last year to 443.9 million tons, the Association of Sea Commercial Ports said.

According to ASOP statistics dry bulk transshipments increased by 8.7 percent year-over-year, to 192.9 million tons. The ten-month volume includes 65.7m tons of coal (+13.8%), 32.7 m tons of containerized cargo (+20.8%), 6.8 million tons of ore (+39%), 6.3 million tons of ferries cargo (+2.3%), 4.8 million tons of unitized cargo (+27.7%), 3.8 million tons of refrigerated cargoes (+18.8%), 3.4 million tons of non-ferrous metals (+3.6%), 3.1 million tons of scrap metal (33, 5%), 2.2 million tons of sugar (+16.1%).

Handling of ferrous metals fell 15.2% to 20.1 million tons, of mineral fertilizers – by 1.9% to 10.5 million tons, of timber cargo - by 9.7% to 5.1 million tons. Grain exports amounted to 13.8 million tons.

In the reporting period liquid bulk shipments dropped 4.5% to 251 million tons, including crude oil – by 7.7% to 161.7 million tons, petroleum products – by 1.8% to 87.9 million tons.

The ten-month volume of outbound cargoes climbed 0.8% to 337.6 million tons, with a 20.3% gain in inbound cargoes, to 37.7 million tons. Transit cargoes rose by 10.5% to 41.8 million tons.

Stevedores of the Arctic Basin lifted 35.3 million tons of cargo, down 18.9% from a year earlier due to a 37.3% slump in liquid bulk volumes (16.7 million tons). Shipments of dry bulk cargo amounted to 18.6 million tons (+10.3%). Murmansk port and Varandey Oil Terminal saw a major decline in liquid bulk volumes, 46.6% and 44.9%, respectively, with Vitino port throughput down by 1.7%.

Throughput of the Baltic Sea ports increased by 3.6% on last year's numbers, to 153.4 million tons, including 59.4 million tons (+13.3%) of dry bulk and 94 million tons (-1.8%) of liquid bulk cargo. Stevedore companies of Big Port St. Petersburg handled 50.2 million tons, a 3.8% gain year-on-year, the port of Ust-Luga cargo traffic surges by 1.8 times

to 17.7 million tons. Port of Primorsk cargo volume shrank by 4.2%, freight flows at Vysotsk port fell 12%, Kaliningrad and Vyborg ports reported a slight decline, 2.2% and 4%, accordingly.

Total cargo throughput of the Black Sea basin ports was flat on last year's figure, at 142 million tons. Dry bulk transshipments there grew by 3.9% to 51 million tons, of liquid bulk cargo - fell by 2.1% to 91 million tons. Ten-month cargo traffic at the port of Novorossiysk fell 2.7% to 96.2 million tons, the port of Kavkaz cargo volume dropped by 17.2% to 7 million tons, of Azov port - by 0.5% to 3.8 million tons. Cargo handling at marine terminals of the port of Tuapse rose 8% to 15.9 million tons. Rostov-on-Don demonstrated a 26.4% growth to 8.1 million tons, Yeysk port throughput climbed 1.1% to 3.1 million tons, of Taganrog port - by 19.9% to 2.9 million tons, of Temryuk port - by 33.1% to 2.1 million tons.

In the reporting period, the Caspian Sea basin ports handled 8.4 million tons of different cargoes (+4%), including 4.3 million tons of dry bulk cargo (-15, 1%), 4.1 million tons of liquid bulk (-11.2%). Makhachkala port ten-month cargo volume grew by 11.3% to 4.4 million tons, the port of Astrakhan throughput fell by 11.2% to 3.5 million tons, of Olya port - by 44.3% to 0.4 million tons.

Seaports in the Pacific basin transshipped 104.8 million tons (+6.8%), including 59.6 million tons (+10.1%) of dry bulk cargo and 45.2 million tons (+2.7%) of liquid bulk cargo. The regional ports demonstrated strong results in Jan-Oct., including Vostochny (with Kozmino terminal volumes) that handled 32.2 million tons (+8.7%), port of Vanino throughput rose by 9.5% to 15.9 million tons, of Prigorodnoye - by 0.7% to 13.4 million tons, of Vladivostok - by 3.2%, to 9.8 million tons, of De-Kastri - by 20.4% to 6.9 million tons, and Posiet - by 18.1% to 4.6 million tons. Port of Nakhodka cargo volume was down 5.5% on last year's figure to 12.5 million tons. **Source : PortNews**

GMDSS Radio Surveys.

Deze jaarlijkse radio inspecties worden voor de meeste schepen via het klassebureau uitgevoerd.

Als het schip een radio survey wenst, dan is het aan te bevelen om meerdere surveys tegelijkertijd uit te voeren. Het radio survey wordt uitgevoerd door een door de klasse van het schip erkend bedrijf hetwelk in goede samenwerking met de klasse de radio inspectie verzorgt.

Het radio survey is pas afgehandeld als het Safety Certificate of Safety Radio Certificate is afgetekend door de klasse.



Om dit zo economisch mogelijk te laten verlopen kan de klasse uitgenodigd worden voor een aantal surveys waaronder het radio survey. Na bevestiging van datum en tijd door de klasse kan ook het door de klasse erkende radio inspectie bedrijf worden uitgenodigd voor die datum en die tijd. Als de klasse hiermee instemt kan het radio survey ook iets eerder worden gedaan zodat er nog tijd is om geconstateerde afwijkingen tijdens het radio survey nog voor de komst van de klasse surveyor op te lossen.

Uiteraard kan het geen kwaad om zelf voor het survey de geldigheid van de batterijen van de SART's, GMDSS portos en EPIRB te controleren evenals de geldigheid van de Hydrostatic Releases van de EPIRB en de vlotten. Ook kan op het bereik van de VHF's worden gelet. Het bereik zou onder alle omstandigheden op zee minimaal twintig mijl moeten zijn.

DSC test call met een kustwacht voor MF/DSC en een VHF/DSC call met een VHF/DSC aan boord of die aan boord van een ander schip is ook een goede zaak. Evenals een test gesprek met de kustwacht of een ander schip op 2182 op een redelijke afstand van b.v. 100 mijl.

De Inmarsat C apparatuur aan boord kan via de ingebouwde link test getest worden en/of door een bericht van de ene naar de andere terminal te sturen. Alle DSC- en Inmarsat-apparatuur die voor een distress call gebruikt kunnen worden dienen positie gekoppeld te zijn. Regelmatige ontvangst van DSC berichten via MF en VHF geven aan dat VHF- en MF-

DSC ontvangers goed werken.

Ontvangst van Navtex berichten zou mogelijk moeten zijn tot op een afstand van ongeveer tweehonderd mijl met goede atmosferische condities. SART's kunnen op eigen X-band 3-cm radar getest worden. Radar op twaalf mijl bereik. Men ziet dan 12 ringen met 0.75 mijl tussenruimte over een bereik van 9 mijl. De conditie van de GMDSS

accu's kan prima beoordeeld worden door de GMDSS acculader en alle 220 voedingen van de radioapparatuur uit te schakelen en de radio apparatuur voor b.v. twee uur alleen op de GMDSS accu's te laten werken.

Een maandelijkse inspectie van alle antennes, zeker na slecht weer kan in de procedure voor het maandelijks controleren van de EPIRB, SART's en GMDSS VHF handhelds worden opgenomen. **NavCom Inspection & Consultancy B.V.** beseft dat de veiligheid op zee niet alleen gewaarborgd kan worden door goed werkende apparatuur. Goede kennis van de bediening en mogelijkheden van de apparatuur zijn onontbeerlijk. Onze radio surveyors zijn desgewenst altijd bereid om middels een "opfris" gesprek de gebruikers mogelijkheden van de apparatuur aan boord te optimaliseren.

Introductie van een zogenaamde "Grab Bag" voor het meenemen van SART, GMDSS portos + noodbatterijen en een eventuele tweede EPIRB wordt aanbevolen. Het huidige GMDSS systeem is zeker voor verbetering vatbaar. De MF/HF installatie met Telex Over Radio optie, ook wel NBDP genoemd, is niet meer van deze tijd.

Het zal echter nog wel enige tijd duren voordat het GMDSS systeem wordt aangepast, maar tot die tijd kunnen goed werkende apparatuur en een optimaal gebruik van de mogelijkheden hiervan de veiligheid op zee zeker nog een aantal jaren garanderen. Door : **Gerard Borst - Radio Surveyor - NavCom Inspection & Consultancy B.V.**



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The **Radiance of the Seas** seen during her first visit to Port Chalmers 13/11/11

Photo : **Ross Walker** ©

Stanford Marine's new state-of-the-art Platform Supply Vessel headed for BG Group assignment in Tanzania



Stanford Marine, a division of UAE based Stanford Marine Group (SMG), announced it has been awarded a contract by **BG International Limited, Tanzania Branch**, (BG Tanzania) for the recently delivered new generation deep-water Platform Supply Vessel "**Stanford Buzzard**". The time charter contract represents an approximate value of USD 36 million for this state-of-the-art vessel which amongst other advanced features has eco-friendly emissions-reducing Diesel electric engines and a secure citadel from which the vessel can be controlled even under pirate attack.

"**Stanford Buzzard**" is a cutting-edge MMC 887 design, 87 m long and 18.8 m wide vessel of 5,000 DWT that has been built to satisfy the most demanding international requirements. The vessel is Dynamic Positioning 2 (DP2) and is driven by four Cummins QSK60-D(M) main engines each developing 2,547 BHP. It is also equipped with 1 x Rolls Royce Bow Thruster of 1220 BHP and a Rolls Royce retractable thruster of 1072 BHP. Furthermore she has two stern thrusters (Azimuth) each developing 2680 BHP. "With its Diesel electric engines this vessel has significantly lower fuel consumption and CO2 emissions – illustrating Stanford Marine's efforts to reduce its carbon footprint." comments Mr. Elias Nassif, CEO of Stanford Marine Group. The vessel is ideal for deep water offshore supply given her 3500 metric tons of cargo capacity and 1000 m3 free deck space, combined with comfortable well-finished accommodation, primarily consisting of one- and two-person cabins with en suite modern facilities, which can house 52 personnel. Stanford Marine's new addition to the fleet will be supporting BG Tanzania's four to eight exploration and appraisal wells. These wells area located in Block 1, 3 and 4 of the Mafia Deep Offshore Basin and Northern portion of the Ruvuma Basin. The contract highlights the expansion plans of Stanford Marine into the African continent. In order to support the operations in Tanzania, Stanford Marine will open a satellite office in Mtwara, near the border of Mozambique.



The **STANFORD BUZZARD** spotted last week at the **ASL yard** in Singapore – Photo : **Piet Sinke** ©

"**Stanford Buzzard**" is presently enroute to Singapore from the Shipyard in China where she will undergo security upgrades prior to proceeding to Tanzania in early Dec 2011. These include blast-proof windows, RPG netting, Armor bulletproofing with ceramic ball material and a citadel capable of safely and securely accommodating all personnel and

allowing them to maintain control of the vessel and communications from a hardened location which pirates are not able to breach. "This vessel will be ballistically protected like a fortress, leaving little opportunity for pirates who might roam the Tanzanian waters" says Mr. Nassif. "**Stanford Buzzard**" is the 7th in the series of vessels taken delivery by Stanford Marine in the year 2011. All other vessels delivered so far this year have secured medium to long term charters in Middle East and South East Asia. This vessel is the first of two large Offshore Support Vessels built in the quality shipyard Fujian Mawei Shipbuilding Co (China), the second vessel – the "**Stanford Hobby**" — being scheduled for delivery in January 2012.

Teekay Offshore Partners plans \$165M purchase

The general partner of Teekay Offshore Partners LP said Thursday that Teekay Offshore plans to buy a floating oil production, storage, and offloading unit from Sevan Marine ASA for about \$165 million, cbsnews reports. The Piranema unit was built in 2007 and is operating under charter to Petrobras SA near Brazil. The charter runs through March 2018 with up to 11 one-year extension options.

The **Piranema** deal is part of Teekay's previously-announced plan to buy three such units from Sevan. The other two will be bought if they get charter contracts for at least three years. The partnership also said it has agreed to sell 7.1 million common units to a group of institutional investors. It said it expects proceeds of about \$170 million. The partnership said it will put the money toward buying the Piranema unit as well as to partially pay for its purchase of four new shuttle tankers to be delivered in mid-2013.

The partnership said it expects the **Piranema** deal and the private placement of common units to happen during the fourth quarter of this year. Bermuda-based Teekay Offshore Partners LP is a master limited partnership formed by Teekay Corp. It provides marine transportation and oil and production and storage services to the oil industry. Teekay Offshore Partners shares rose 86 cents, or 3.3 percent, to \$27.25 in morning trading. Teekay Corp. shares were up 28 cents to \$28.43. **Source : PortNews**



The **DE HONG** arrived in Willemstad (Curacao)

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

Hainan to expand trans-Pacific service

Hainan P O Shipping in December will expand its trans-Pacific service by adding a North and Central China string to the West Coast, adding to Shanghai-based carrier's weekly service between South China and Long Beach, the Journal of Commerce reported.

The carrier is bucking the trend among niche carriers in the trans-Pacific, considering five lines that had been offering weekly services with ships of about 3,000-TEU capacity discontinued those services this year.

Direct port calls on Hainan's new service include Qingdao, Lianyungang, Shanghai and Ningbo in China; Busan, South Korea; and Long Beach and Oakland. Hainan also operates an integrated feeder network serving Tianjin and Dalian in China, and the carrier offers intermodal service from Long Beach and Oakland to inland destinations. **Source :** PortNews

OLDIE – FROM THE SHOEBOX



The TSHD **HENDRIK ZANEN** seen operating off Dunkirk in 1974, the dredger was owned by **Zanen Verstoep** based in The Hague (Netherlands) - **Photo : Joop van Tiggelen ©**

BOEKBESPREKING

Door : Frank NEYTS

“Nederlands-Brazilië in kaart”

Bij Uitgeversmaatschappij Walburg Pers verscheen onlangs “**Nederlands-Brazilië in kaart. Nederlanders in het Atlantisch gebied 1600-1650**”. Henk de Heijer en Ben Teensma tekenden als auteurs. Rietsuiker wordt ook wel beschouwd als het witte goud van de zeventiende eeuw. De Portugese kolonie Brazilië was destijds 's werelds belangrijkste producent van suikerriet, waarvan ter plaatse ruwe suiker voor de Europese markt werd gemaakt. Voor zo'n product waren honderden plantages, duizenden werkrachten, veel schepen en natuurlijk Europese afnemers nodig. Zo waren Europa als consument, West-Afrika als slavenleverancier en Brazilië als suikerproducent nauw met elkaar verbonden.

De winstgevende suikerproductie had de begeerte van de West-Indische Compagnie (WIC) opgewekt. In 1630 veroverde de WIC de stad Recife, vanwaar zij haar macht over een groot deel van Noordoost-Brazilië wist uit te breiden. Maar voor een lucratieve suikerproductie, een effectieve defensie, een doeltreffende administratie en goede scheepvaartverbindingen tussen de kustplaatsen van de kolonie en Europa was kennis van land en bevolking onontbeerlijk. Zo ontstonden diverse handgeschreven Braziliaanse leeskaarten of routeboeken van de hoofdkaartenmaker Hessel Gerritsz en compagniedirecteur Johannes de Laet. Een belangrijke manuscriptatlas die zich in het Nationaal Archief in Den Haag bevindt, is echter lange tijd aan de aandacht van historici ontsnapt. Deze atlas bevat een aantal gedetailleerde hydrografische kaarten, aanzichten en beschrijvingen van de Braziliaanse kust. In

“Nederkands-Brazilië in kaart” wordt deze uniek manuscriptatlas voor het eerst gepubliceerd. Daarnas wordt uitvoering ingegaan op de Nederlandse aanwezigheid in Brazilië en de schat aan kennis die dat heeft opgeleverd.

“Nederlands-Brazilië in kaart” (ISBN 978-90-5730-774-4) telt 191 pagina's, en werd als hardback op groot formaat uitgegeven. Het boek kost 29.95 euro. Aankopen kan via de boekhandel of rechtstreeks bij Uitgeversmaatschappij Walburg Pers, Postbus 4159, 7200BD Zutphen. Tel. +32(0)575.510522, Fax +31(0)575.542289. . In België wordt het boek verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com

.... PHOTO OF THE DAY



“TSHD Oranje working on the Sydney Harbour Channel Dredging Project, Nova Scotia.”

Photo: Boskalis International bv ©

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