



Number 339 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Monday 05-12 -2011**

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

LAMNALCO GROUP

Customer inspired
Quality & performance

HEAD OFFICE: Lamnalco Group, Al Buhaira Tower, Buhaira Corniche, PO BOX 5687 Sharjah - UAE
+971 6 5172222 (Office) +971 6 574 9090 (Fax) www.lamnalco.com - lamnalco@lamnalco.com



Van Oord's GEOPOTES 14 seen dredging the entrance to the Nieuwe Waterweg near Hoek van Holland. Photo : skeyes - www.skeyesphoto.com ©

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
PLEASE SEND ALL PHOTOS / ARTICLES TO :

newsclippings@gmail.com

If you don't like to receive this bulletin anymore :
To unsubscribe click [here](#) (English version) or visit the subscription page on our website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

EVENTS, INCIDENTS & OPERATIONS

DAMEN

ANCHOR & CHAIN FACTORY (AKF)

- Supply of marine anchor- and towing equipment
- Lloyd's approved testing house up to 2000 mt
- Repair and modification of anchors and anchor chain cables

P.O. Box 22
3100 AA Schiedam
The Netherlands

phone +31 10 204 19 28 / 31
fax +31 10 234 02 00

akf@akfanchorchain.nl
www.akfanchorchain.nl

Member of the DAMEN SHIPYARDS GROUP



The **NEMTAS-I** seen outbound from Rotterdam – Photo : Ria Maat (c)

Bourbon installs semi-submersible wind turbine



Paris-headquartered offshore services giant Bourbon has just installed an innovative offshore wind structure in the Atlantic, off the coast of Portugal at Aguçadoura.

The installation involved a semi-submersible wind turbine with a WindFloat foundation, a project led by the Portuguese utility EDP and designed by the U.S. technology developer Principle Power. This innovative technology enables the wind turbine to be assembled onshore with standard turbines, and then towed and anchored at a sufficient distance so as not to be visible from the coast.

"The high level of Bourbon employees' expertise allowed for the successful deployment of each step of the project : engineering and management, mooring system installation and pre-tensioning,

WindFloat towing and on-site mooring, subsea installation and power connection," explains Eric Verrière, Managing Director of Bourbon Offshore Surf, Bourbon's French subsidiary.

These operations were performed by **Bourbon Liberty 228**, an Anchor Handling Tug Supply vessel (AHTS) from the Bourbon fleet. "As of June 2010, Bourbon has been operating in offshore wind with the Bourbon Enterprise" says Patrick Belenfant, Senior Vice-President Business Management, Bourbon Subsea Services. "This IMR vessel (dedicated to Inspection, Maintenance and Repair of subsea infrastructures) first intervened on the Greater Gabbard Wind Farm, one of the biggest offshore installation projects off the South-East coast of England, before joining the BARD Offshore 1 field off Germany and ensuring operations until October 2011."

Bourbon says that the success of the Principle Power project demonstrates its capacity to offer a comprehensive range of services to the offshore wind industry at every stage of the operations:

in the exploration stage, through the Bourbon fleet of subsea exploration robots (light survey ROVs);

during the construction stage, using various vessels from the full range of Bourbon's fleet:

IMR vessels for laying, connecting and burying cables on the seabed; AHTS, for towing the turbine; and crewboats for the transport of personnel;

in the maintenance stage, with IMR vessels; the accommodation capacity on these vessels also enables them to operate as a "flotel" for the region.

Christian Lefèvre, Chief Executive Officer of Bourbon says: "Bourbon has been actively involved in work on several wind farms since 2010, and a number of other projects are due to be rolled out over the next 5 years. Bourbon's fleet is



ideally suited to providing solutions for the installation and operation of wind farms. Wind is a promising complementary activity for our offshore oil and gas marine service offering." **Source : MarineLog**



A CSS FOR ALL REASONS
Builder – Owners - operators

MARINE ASSETS CORPORATION

One Raffles Quay – 35-01 North Tower – Singapore - www.macoffshore.net - robin.reeves@macoffshore.net



The **NORMAND SKARVEN** seen entering the port of Cape Town – **Photo : Glenn Kasner (c)**

Second South Asia week of action commences Today

The second ITF South Asia week of action for eastern and southern Indian ports – one of a series of staggered events in India and Sri Lanka – begins on Monday.

Volunteer teams of seafarers, dockers and ITF inspectors will target ships calling at the ports of Mumbai, Kandla, New Mangalore, Paradip, Visakhapatnam, Kolkata and Haldia during the action, which runs from 5 to 9 December.

ITF Asia/Pacific regional secretary Mahendra Sharma commented: "Our focus will include UAE and Chinese shipping companies, several of whom are accused of denying seafarers basic working rights, often on sub-standard vessels with low salaries and fewer amenities. We will also be targeting those German and Greek owned vessels that find ways to avoid signing ITF agreements on their vessels. Unions at Kandla and New Mangalore will also be paying particular attention to STX vessels, in relation to the dispute involving the Longview dockers." **Source : ITF**



JR Shippings **ECHO** as seen from the **MSY STAR FLYER** last week Sunday In Puerto Caldera, Costa Rica were both vessels were anchored. Photo : **Henk Visser (c)**

Prampram: Five arrested in connection with dumped ship



Five persons have been arrested in connection with a strange ship dumped off the shores at Prampram in Accra.

Residents fear the scrapings of the ship had oil remnants and other toxic substances which were being dumped into the ocean. Officials of the Environmental Protection Agency have examined the vessel and say its presence has implications for National Security and the environment.

Operatives of National Security Wednesday picked up five persons of a company found working on the ship. Head of Tema Environmental Protection Agency, Irene

Heatcote, tells Joy News those arrested will be arraigned before court. Source : Joy News/Ghana

3 foreign oil workers, 2 from US, freed in Nigeria

Gunmen have freed three foreign workers, two from the U.S., kidnapped from a ship supplying a Chevron Corp. offshore oil field near Nigeria's coast, authorities said Friday. The U.S. Embassy in Abuja and Chevron separately confirmed the release of the kidnapped workers from contractor **Edison Chouest Offshore**, based in Galliano, Louisiana. A spokesman for Edison Chouest could not be immediately reached for comment Friday.

Both organizations refused to give further details about the workers' conditions or whether ransom had been paid to secure their freedom after two weeks in captivity in Nigeria's oil-rich, but violent southern delta. Eight gunmen attacked their ship as it idled Nov. 17 near Chevron's massive Agbami oil field, operated by its Nigerian subsidiary about 70 nautical miles offshore from Bayelsa state in Nigeria's Niger Delta, officials said. Foreign firms have pumped oil out of Nigeria's Niger Delta for more than 50 years. Despite the billions flowing into the nation's government, many

in the delta remain desperately poor, living in polluted waters without access to proper medical care, education or work.

In 2006, militants started a wave of attacks targeting foreign oil companies, including bombing their pipelines, kidnapping their workers and fighting with security forces. That violence waned in 2009 with a government-sponsored amnesty program promising ex-fighters monthly payments and job training. However, few in the delta have seen the promised benefits. No militant group operating in the delta claimed responsibility for the kidnapping. It came after Exxon Mobil Corp. has seen other contract workers kidnapped in recent weeks. Analysts warn the attacks may signify a fraying of the amnesty deal.

Meanwhile, attacks on crude oil tankers continue to rise around Nigeria, as pirates take over vessels to steal the crude oil or gasoline held in their holds. The Agbami field is Nigeria's biggest offshore oil producer, with a production capacity of as many as 250,000 barrels a day, Chevron has said. Nigeria, an OPEC member nation producing about 2.4 million barrels of crude oil a day, is a top supplier to the U.S. **Source : stltoday.com**



The **QUEEN ARROW II** seen moored in Mombasa (Kenya) – Photo : Rob Sorensen (c)

OPA 90 - Salvage and Marine Firefighting



AMERICAS HEADQUARTERS:
11311 Neeshaw Drive, Houston, TX 77065
Office: +1 281 897 1500

SOUTH EAST ASIA HEADQUARTERS:
No.1 Tuas Ave., Singapore 638832
Office: +65 6591 5288

24 Hour Response: +1 713 534 0700

Visit ttbisso.com or email info@ttbisso.com

The Complete OPA 90 Salvor



The **MERWE TRADER** seen in Willemstad (Curacao)

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

Russia to build four \$640 mln diesel icebreakers

Russia will build four diesel icebreakers worth a total of 19.5 billion rubles (\$640 million), a federal agency said on Friday. Under the contract, signed by the Federal Agency for Maritime and River Transport (Rosmorrechflot), the Rosmorport federal unitary enterprise and the United Shipbuilding Corporation, the first, 25 MW icebreaker will be built in May 2015 and the other three (16 MW) in October 2015. One of the ships will be built at the Vyborg shipyard and the others at the Baltic shipyard **Source : rian.ru**

Marad introduces designs for America's Marine Highways vessels

The U.S. Maritime Administration says that it has released a report detailing new designs for shipping vessels specifically engineered for America's Marine Highways, MarineLog reports.

Unfortunately a link provided to the report by Marad actually leads only to the ship designs themselves, which appear to have been created by Herbert Engineering.. There is no information on what might induce any shipowner to order any of them, how they might be paid for or, for that matter, what they might cost. However a press release does say that Marad has also signed a Memorandum of Agreement with the U.S. Navy under which Marad and the Navy could provide up to \$800,000 to advance two or three of these new concept designs to the next stage of design development, with the ultimate goal of constructing multiple vessels in U.S. shipyards. The new vessel designs "meet a portion of the U.S. military's sealift needs in times of war or during national emergencies," says Marad.

The press release says that "production of these efficient, environmentally-friendly vessels could bolster the domestic shipbuilding industry by creating new jobs and strengthening regional economies." "This is another step in helping America's Marine Highways move our economy and relieve congestion on our roads," said U.S. Transportation Secretary Ray LaHood. "The U.S. maritime industry is vital to our economy and our security. These vessel designs will bolster both in a way that maximizes efficiency while minimizing environmental impact." Eleven designs have been created for new shipping vessels that can transport cargoes that would otherwise be trucked over congested

roadways. The innovative designs focus primarily on roll-on roll-off vessels intended to carry wheeled cargo such as automobiles, trucks and trailers or railroad cars that are driven on and off the ship on their own wheels.

The designs include six roll-on roll-off (RO/RO) vessels (one of them a gas turbine powered 30 knot Fastship and another a trimaran), three combination RO/RO-container carriers (one of which is an ATB), a feeder containership, and a RO/RO-passenger ferry (for which, a note says, LNG propulsion is an option). The RO/RO and RO/RO-container vessels carry various types of vehicles, but are primarily intended for tractor-trailers and stackable containers. The feeder containership can support standard-sized containers stacked both below and above deck, and the RO/RO-passenger ferry can transport tractor trailers along with their drivers.

"These designs are a road-map to a brighter future for the men and women who serve our nation at sea," said United States Maritime Administrator David Matsuda. "By bringing cutting-edge technology to America's maritime workforce, our country can be a global leader in shipbuilding." **Source : MarineLog**



Wire Ropes • Towing, Lifting and Hoisting Equipment • Consulting
Nijverheidsweg 21 - 3161 GJ Rhoon - Tel. +31-(0)10-5018000

VLIERODAM B.V. - THE NETHERLANDS – www.vlierodam.nl



JUMBO's **FAIRLIFT** seen passing the Oude Maas enroute Dordrecht – **Photo : Michel Kodde ©**

Egypt's Suez Canal says to raise fees 3 pct in 2012

Egypt's Suez Canal Authority said on Thursday it would raise toll fees for all vessels passing through the strategic waterway by 3 percent starting March 2012, saying tariffs had not been changed for the previous three years, Reuters

reports. "The Suez Canal Authority has decided the following regarding toll fees in 2012 ... firstly raising vessel toll fees in 2012 by 3 percent for all types of ships passing through the canal," it said in a statement, adding that this would be effective from March 2012. It said the change followed studies about the global economy and trade. **Source :** PortNews



The **KRISTI 1** is the former **VELOX** of Becks, above seen enroute Amsterdam – **Photo : Marcel Coster (c)**



MULTRASHIP
TOWAGE & SALVAGE

Contact: +31 115 645000 (24/7)

www.multraship.com

floating sheerlegs Cormorant (600 tons)



**Due to travelling abroad this week the
newsclippings may reach you irregularly**

NAVY NEWS



The German U 34 (S 184) seen in Brest – Photo : Jacques Carney (c)

Warning on US Coast Guard icebreaking capabilities

"It is unlikely that the Coast Guard will be able to expand the U.S. icebreaker fleet to meet its statutory requirements, and it may be a significant challenge for it to just maintain its existing level of icebreaking capabilities due to its aging fleet," warned Stephen L. Caldwell, the GAO's Director Homeland Security and Justice at a hearing held yesterday by the House Subcommittee on Coast Guard and Maritime Transportation and operations in the Arctic.

The panel reviewed several recent reports and analyses of the service's polar capabilities.

A report on the hearing issued by the subcommittee notes that while Coast Guard maintains two Polar Class heavy icebreakers, neither is currently operational. The **POLAR SEA** is being decommissioned and the **POLAR STAR** is undergoing significant repairs to extend its service life. Questions remain about how long the **POLAR STAR** will last after its repairs are complete, as well as whether the Service and the Administration are prepared to make critical decisions regarding the nation's goals and objectives in the Arctic and provide Congress with a fiscally responsible plan to meet those goals and objectives. "As we all know, the ice caps are shrinking in the Arctic, effectively creating new coastline and navigable waters where the Coast Guard will be required to operate," said Chairman Frank LoBiondo (R.-N.J.) "This opening is already providing significant economic opportunities for the energy and maritime transportation sectors, but has also exposed a new set of risks and challenges to our national security and sovereignty.

"The Subcommittee has been talking about the Arctic for years and has continuously advocated for increased polar capabilities," Chairman LoBiondo continued. "However, the Coast Guard's ability to respond to emerging threats and emergencies in the Arctic is less today than it has been at any point in the past 50 years. Neither of the Polar Class icebreakers is currently operational, though the taxpayer is spending millions of dollars a year to maintain those ships in a caretaker status. It is time that we stop wasting money on old, ineffective assets and focus instead on acquiring assets that will provide the capabilities we will need as we continue to increase our foothold in the Arctic. We need to have an honest national conversation about what we want our involvement to be in the Arctic and what we need to do to maintain that presence." U.S. Rep. Don Young (R-AK) added, "As the sole Arctic representative in the United States, I have made it my mission to ensure that we move decisively to protect our interests in the high latitudes. The Northwest Passage is becoming an increasingly viable shipping route and could soon offer a more economical route

between the Pacific and Atlantic oceans than the Panama Canal. Additionally the combination of improved technology and easier access to the continental shelf in the Arctic has allowed us greater access to vast deposits of valuable natural resources. The Arctic offers jobs, energy, and money, three things this country desperately needs right now.

"While we have been given this great opportunity, it does not come without competition," Young continued. "Other nations are increasing their claims in the Arctic daily. We need to maintain an active presence there to protect our waters and our national sovereignty."

Hon. Mead Treadwell, Lieutenant Governor, Alaska testified: "It is time for the nation to act – and act now – to add new polar class icebreakers to the United States Coast Guard's fleet. With so much happening in the North today, the need is more urgent and apparent than ever. We would like to ask this Committee, and by extension Congress and the Executive Branch, to look with us at the bigger picture – the historic changes happening in the Arctic and what they portend for world commerce and Alaska's shores – and recognize three imminent needs: First, the United States must commission new heavy icebreakers to operate in the Arctic. Second, we need legal measures in addition to icebreakers to protect our shores from the dangers of unregulated itinerant vessels carrying hazardous cargoes near our coasts. And third, Congress and the Administration must fulfill the legal mandates that are already in place regarding icebreakers."

Admiral Robert Papp, Commandant, U.S. Coast Guard also testified: "The United States is an Arctic nation, and the Coast Guard has been operating in the Arctic Ocean since Alaska was a territory to assist scientific exploration, chart the waters, provide humanitarian assistance to native tribes, conduct search and rescue, and law enforcement. Today our mission remains remarkably similar to what it was in 1867; however, as open water continues to replace ice, human activity is increasing. With increasingly navigable waters, comes increased Coast Guard responsibility.

"The Coast Guard's strategic approach is to ensure we pursue the capability to perform our statutory missions so we can ensure the Arctic is safe, secure, and environmentally sustainable," Papp continued. "This strategy is consistent with our Service's approach to performing its Maritime Safety, Security and Stewardship functions. In accordance with our risk reduction framework, we will do our part to build legal regimes, domain awareness, and a force structure that can operate in extreme cold and ice." **Source : MarineLog**

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !**

Wrecked Navy ship beyond repair, to be decommissioned



INS Vindhyagiri, the Indian Navy frigate that capsized after a collision with a merchant ship in January will not sail anymore. A high committee of Navy experts studied the ship's condition. Their report states that the warship was "beyond economic repair". Vice Admiral

DK Joshi from the Western Naval Command said, "The report suggested that it was not economical to refurbish and refit the ship. It will be decommissioned." Sources said refurbishing and refitting the ship would cost the Navy almost twice as much as a new frigate. A new **Shivalik-class** frigate would cost around \$650 million. **INS Vindhyagiri** was commissioned in 1981 and sailed for 30 years. It was to be decommissioned in 2013, once the indigenously built

Shivalik class stealth frigates were inducted, said sources. "If a warship has to be refurbished and refit, it should be used for at least 10 years. **INS Vindhyagiri** had completed its life span and was due to be decommissioned. We, therefore, decided it be removed from service now," said a navy officer who requested anonymity. **Source :** Hindustan Times



TYPE APPROVED MARINE AUTOMATIC TELEPHONE SYSTEM & TALK BACK

ALPHACONNECT 48/128

- Affordable easy-to-install 2-wire exchange
- 8-256 internal lines
- Connection to GSM/Satcom and Public Address
- Type approved telephones
- Integrated Talk Back
- Optional Public Address Integration



TA. No. A-12291



ALPHATRON

www.alphatronmarine.com
alphaconnect@alphatronmarine.com

China's anti-ship missile, submarine threats: Indian Navy

China's new anti-ship ballistic missile, if fully functional, posed a "different category of threat" and certainly requires "a different measure to counter it," Navy chief Admiral Nirmal Verma said Friday. He also noted that the Jin class of submarines with its ballistic missile capability and underwater endurance levels has compelled other maritime powers to see what are the Chinese "intentions" with such platforms and weapons.

Addressing his annual press conference here, Verma was replying to questions on the two military systems of China's People's Liberation Army (Navy). "If it is a fully functional system, it does generate quite a different category of threat and certainly requires a different measure to counter it," he said about the DF-21D anti-ship ballistic missiles that China has developed.

He said the US Pacific Command's assessment of the missile system was that it is "close" to operationalisation. But its capabilities for deployment at the global level needs to be seen, he added. Referring to discussions in the strategic affairs and security experts circles, he said it has emerged that the missile's development was prompted by certain events of the mid-1990s when carrier battle groups have dominated the maritime space.

"But fielding this system is, of course, a very complex process. We are talking about a ballistic missile that has to get on to a mobile target. First the missile itself, and then on its re-entry into the atmosphere, its manoeuvrability... secondly, what's the type of surveillance package it requires," he noted.

On the Jin submarines, Verma observed that it is "a very large" vessel with long-range strategic missiles. The advantage, he noted, was that longer the range of the missile, the lesser the need for the platform to transit long distance to use the weapon. "If you have strategic weapons, one has to see what are your intentions," he said. The Jin class submarines are said to have capabilities to remain underwater while transiting straits such as Malacca and Sunda. But Verma said: "when you go through straits, you have to see what amount of water is under your keel. So options reduce." **Source : deccanherald**

Pacific Fleet ships call at Djibouti port

Pacific Fleet (PF) task unit headed by large ASW ship **Admiral Panteleyev** on Nov 30 visited the port of Djibouti, Rusnavy reported. It is noteworthy that apart from replenishment of supplies and leisure, Russian mariners attended pre-schedule parliamentary elections. The voting took place on Dec 1 in the messroom of large ASW ship **Admiral Panteleyev**. The messroom was furnished with special booths and ballot boxes prepared for expression of the crewmen's will.

The visit of Russian sailors to Djibouti will last till Dec 2. Then the task unit will head for the Gulf of Aden to form the sixth convoy of civil ships.

Recall that it is the sixth PF task unit deployed in the Gulf of Aden for anti-piracy and shipping security purposes. Earlier on, **Admiral Panteleyev** headed the second PF task unit keeping anti-piracy watch near African coast in 2009.

Indigenous Aircraft Carrier launch delayed by six months

The launch of **Indigenous Aircraft Carrier (IAC)**--country's largest under-construction home-built warship--has been delayed by six months and it is expected to take off sometime in the middle of next year. Navy Chief Admiral Nirmal Verma said the IAC programme has suffered "setbacks" due to a delay in supply of critical equipment such as gearboxes. There are certain milestones to be completed in the IAC programme after which we are looking to launch it "sometime by the middle of next year," he told reporters. Defence Minister A K Antony had told Parliament earlier this year that the 40,000 tonne vessel would be launched this month. Verma said being the first attempt of its kind the Navy faced several challenges in evolving the design which is being implemented by the Cochin shipyard Limited.

"There has been a setback of sorts. As some of the key equipment such as the gearboxes have not come in time. These have to be first put in the ship before it is launched. The yard is trying to make up for it," he said. IAC will be India's second aircraft carrier along with the **Admiral Gorshkov** which is undergoing a refit at a shipyard in Russia. Asked about the delays in issuing tenders for procuring six submarines under "Project 75 India", Verma said the Navy doesn't want to go a for a process which may result in a single-vendor situation that could lead to restarting the whole process. **Source : indiatimes**

Ingalls Shipbuilding Awarded \$46 Million Advance Procurement Contract for DDG 1002 Work

Huntington Ingalls Industries announced that the company's Ingalls Shipbuilding division has been awarded an advance procurement contract for work on the U.S. Navy's third Zumwalt-class destroyer, DDG 1002. The contract is valued at \$46 million, with the majority of the work taking place at the company's Composite Center of Excellence in Gulfport. "Strategically, this is a very important contract to our company and specifically to the composite shipbuilders working in Gulfport," said Karrie Trauth, Ingalls Shipbuilding's DDG 1000 program manager. "The Gulfport facility is a national asset in terms of composite capability and capacity. Our shipbuilders continue to prove this on a daily basis with the significant work they are performing in composites for U.S. Navy shipbuilding programs. With this funding, we can prepare our facility and provide the necessary resources for our talented shipbuilders to continue working on these complex products." The funding for this contract allows Ingalls to purchase material and equipment in support of DDG 1002 advanced construction activities, as well as provide engineering and production support services. Ingalls is already building the deckhouse, hangar and peripheral vertical launch systems for DDG 1000 and DDG 1001. The deckhouse for DDG 1000 is expected to be delivered in the second quarter of 2012. The Ingalls Composite Center of Excellence is home to the world's largest numerically controlled, five-axis saw capable of sawing, drilling and milling very large composite components to highly accurate tolerances. Located on 125 acres with access to water, rail and highway transportation links, the center has more than 322,000 square feet of manufacturing space (5.6 football fields) with 253,000 square feet (4.5 football fields) that is environmentally controlled. It has the only U.S. Department of Labor Composite Apprenticeship Program and is a certified OSHA Voluntary Protection Program (VPP) Star Site. **Source : Huntington Ingalls Industries**

Russia to start building new Borei-A class subs in 2012

Russia will commence construction of serial strategic nuclear-powered submarines SSBN Borei-A class in 2012, Sevmash and Rubin Design Bureau said. Sevmash is currently building three SSBN Borei class submarines of Project 955 (designed by Rubin Design Bureau): **Yuri Dolgoruky**, **Alexander Nevsky** and **Vladimir Monomakh**, General Director of Sevmash and Central Design Bureau of Marine Engineering (CDB) Rubin Andrei Diachkov said in an interview with PortNews. Overall, the shipbuilder will construct eight submarines of Borei and Borei-A class. "We won't hold keel-laying this year. Next year we plan to lay keel of the lead Borei-A submarine, or the updated version of the

series. This is the forth submarine of the project. Under the state armaments program it is planed to commence construction of the fifth and sixth vessels' hulls by 2020," said Andrei Diachkov. **Source : PortNews**

See the SHI LANG China's first aircraft carrier

http://www.youtube.com/watch?v=jptnmit0TeU&feature=player_embedded

SHIPYARD NEWS



Ready for a new career challenge?

Our consultants Division Select are always interested in meeting **high maritime professionals**.

(+31)10 - 243 67 04 | select@tos.nl | [in](#) [f](#) [t](#) Follow TOS jobs

TOS 

www.tos.nl



The **ARC II** (IMO 8322026) seen under conversion at the Jurong Shipyard in Singapore, the **ARC II** is build in 1985 as the 105,896 dwt **SPECTRUM** for Shell Royal Dutch Group, in 2004 the crude / product tanker was sold and renamed in **ARCHON** and was operated by **THOME Management** , in 2007 the vessel was renamed in **ARC** followed in 2009 in **ARC II**, at present the tanker is owned by SembCorp Marine / Jurong Shipyard – **Photo : Piet Sinke (c)**

Vyborg Shipyards supplies parts for two AHTS built at AHS

Vyborg Shipyard (VSZ) on November 30, 2011 made first delivery of parts for two ice class AHTS vessels under contracts with Arctech Helsinki Shipyard (AHS), the Russian shipbuilder said. Vyborg Shipyard constructed hulls sections of 960 tons in weight under the contract signed in April 2011 between the two shipbuilding firms. The AHTS hulls are intended for operation in ice conditions with thickness of up to 1.7 m. Vyborg Shipyard specializes in the construction of drilling rigs for offshore deposits development and vessels of small and medium tonnage. Finland's Arctech Helsinki Shipyard, a 50/50 JV owned by STX Finland (part of South Korean STX Group) and Russian United

Shipbuilding Corporation. The company specializes in the construction of vessels for operations in the Arctic conditions.
Source : PortNews

ROUTE, PORTS & SERVICES

	<h3>Monster aan voor een Wereldbaan</h3> <p>Redwise zoekt enthousiaste maritieme professionals voor ship delivery-opdrachten, maritiem uitzendwerk en crew management op uiteenlopende scheepstypen. Monster aan op crewing@redwise.nl</p> <p>Redwise GLOBAL SHIP DELIVERY & CREWING</p> <p>www.redwise.com info@redwise.nl</p>
---	--



Above seen the **FRISIAN OCEAN** off Terneuzen, the freighter was enroute to Sluiskil to load fertilizer for a Mediterranean port, the **FRISIAN OCEAN** operates for Boomsma Shipping and is homeported Sneek

Photo : P., M. & Ph. van Luik - www.shipsofterneuzen.nl ©

China port eyes expansion with Vale's mega ships

China's Dongjiakou Port plans to build two additional port terminals to handle Vale's growing fleet of mega iron-ore carriers, the world's largest dry bulk ships, a port official told Reuters. Dongjiakou Port, along with ports in Majishan and Dalian, is among the few Chinese ports that will be able to receive the Brazilian miner's huge dry bulk ships, also known as Valemaxes. Dongjiakou Port has already started trial operations at its existing terminal, which received government approval in May. "We have received around 40-50 small carriers already, including one 300,000-tonne vessel that was not fully loaded," said the official, who wished not to be named because he was not authorised to

speak to the media. "But we still have some technical problems to resolve before we can receive the Valemaxes." The timeline for the two additional facilities, which will be able to handle ships as large as 388,000-tonnes, was uncertain as they must still receive government approval and one terminal remained under study, the official said.

Earlier this week, an official with the National Development and Reform Commission, China's planning agency, said domestic ports were not yet ready to receive Vale's mega carriers due to a few "small issues". The Brazilian mining firm has received at least six of the huge ships this year, according to Reuters Freight Views, sending them to Italy and Oman as it awaits the lifting of travel restrictions to its biggest market, China. Among the issues still unresolved is how the ships will be safely guided into the ports. The Dongjiakou port, which aims to be an international commodities and energy distribution centre, also plans to build two 450 000-t oil terminals in the near future. **Source : Miningweekly**



The **ASIAN GRACE** seen enroute Amsterdam – **Photo : Hans Blomvliet (c)**

PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER, YOUR ADDRESS WILL BE "DEACTIVATED" AUTOMATICALLY IF THE MAIL IS BOUNCED BACK TO OUR SERVER
If this happens to you please send me a mail at newsclippings@gmail.com to reactivate your address again, please do not write this in the guestbook because I am not checking this guest book daily.

Port of Tauranga busy as strike diverts shipping

Port of Tauranga is expecting a hectic weekend as strike action in Auckland brings unexpected business to Western Bay shores. Talks over pay and conditions between Ports of Auckland and Maritime Union of New Zealand have broken down, resulting in a strike and lockout at the Auckland terminals last Thursday

The four-day strike and lockout has meant Port of Tauranga is taking two extra container vessels. The **Cap Mondego** arrives from Napier Friday and **ANL Burilla** was expected to berth on Sunday from Sydney. Both vessels will bypass Auckland and their imported cargo will be railed north. A third vessel, **Maersk Juan**, arrives in Tauranga on schedule Friday and it will also be offloading its Auckland-bound cargo.

Port of Tauranga chief executive Mark Cairns said they would probably handle another 2000 containers as a result of the rescheduling. "While that's good for the port and region _ to have all of the extra work going on - it leaves a sour taste in my mouth and I don't think it [the strike] is good for New Zealand. It's our exports that need a productive and efficient port and if we can't deliver on that ... we will go backwards."

About 4700 containers are said to be impacted by the strike and Ports of Auckland is estimated to lose up to \$1.2 million in revenue. There were currently talks between the Port of Tauranga and and Ports of Auckland concerning local support during a proposed second strike over four days next week. "We will help as best we can but we won't disrupt our existing customers. They are fixed," Mr Cairns said. He said the port wanted to minimise any impact on imports and exports.

"We are lucky we have a very good pool of labour and that we can deal with these things. We are lucky we have a great workforce." Ports of Auckland chief executive Tony Gibson said mediation talks with the union were unsuccessful and if the situation continued there was "significant risk" the ports could lose a shipping line service entirely. Mr Gibson said if the proposed strike next week went ahead it would affect a further seven ships and as many as 7500 containers. "This is a very serious situation." The action involves 327 of 580 employees.

Mr Gibson said the company agreed to meet with the union for further mediation next week. Maritime Union of New Zealand national president Garry Parsloe said Mr Gibson had no one to blame but himself. Although port workers were locked out and would be losing pay, union members understood the long-term importance of maintaining terms and conditions. **Source : BAY OF PLENTY TIMES**

Guan Xiao Er Hao - Asia's Latest Fireboat

On November 3, 2011, the new RAnger 4600 Class Fireboat, **Guan Xiao Er Hao** was delivered to the Dongguan Fire Services Department, China by the builder Wang Tak Engineering & Shipbuilding Co. Ltd., Hong Kong. This latest in the RAnger series of fireboats was designed by Naval Architects Robert Allan Ltd. of Vancouver, Canada.



Guan Xiao Er Hao (which simply means "Dongguan Fireboat Number 2") is a 46 metre, twin screw, diesel-powered fireboat; specifically designed for marine and shore-side fire fighting and offshore rescue in the Pearl River Estuary, the Pearl River

and the Dongguan region harbour environment. This fireboat has been designed to perform a wide variety of tasks, including:

- Safety Service & fire-fighting standby in the PetroChemical Industrial Zone on Dongguan Lisha Island
- Fire-fighting operations at offshore installations and in rivers and ports in the area
- Supply of land fire mains
- Search & Rescue Operations
- Initial salvage response
- Incident Command Centre

Source : Robert Allan LTD

Hutchison Ports to Start Building Brisbane Terminal

Hutchison Port Holdings signed an agreement this week with Australian engineering company Boulderstone to begin construction of Berth 11, the first of two new container terminals at the Port of Brisbane.

The scope of the work HPH contracted with Boulderstone includes ground improvements, in-ground infrastructure, pavement works and rail beams. In addition to the construction, HPH has already bought container handling equipment that is expected to be delivered to the terminal in the middle of next year.

HPH is also in the process of configuring its proprietary terminal operating system nGen, which will be deployed throughout the Australian operations. The system is scheduled for full implementation by the third quarter of 2012.

HPH will operate Berth 11 and Berth 12 under an agreement with the investment group Q Port Holdings, which signed a \$2.1 billion, 99-year lease on the Port of Brisbane with the Government of Queensland last year. Berth 11 is scheduled to be operational in the fourth quarter of 2012 with Berth 12 to follow in 2014

Source : The Journal of Commerce Online



The **CSD ATHENA** seen operating on her first job in Sines (Portugal) – Photo : Henk Bakker (c)

Winland Ocean Shipping Corp. Announces Delivery of First 57,000 DWT Bulk Carrier Vessel

Winland Ocean Shipping Corp. a global shipping Company, announced that the company's first new 57,000 DWT bulk carrier vessel "**Fon Tai**" was successfully delivered and placed in service. The Chairman and management executives of the Company attended the ship christening ceremony at the shipyard.

"**Fon Tai**" was constructed by Jiangsu New Hantong Ship Heavy Industry Co., Ltd. As a 57,000 DWT bulk carrier vessel, it is considered to be the most flexible and economic in the ship market. To be more convenient to transport around China and the world, "**Fon Tai**"'s port of registry and flag is Hong Kong, China . It was registered in Nippon Kaiji Kyokai (ClassNK), which is one of the top ten ship classification societies in the world.

Ms. Xue Ying , CEO said, "With the delivery and operation of '**Fon Tai**', it will help the company to expand its capacity and optimize the fleet structure. It will also enable the company to ship various cargo and provide broader services to our customers."

"The construction contract of building '**Fon Tai**' was made when the shipbuilding market was floppy. From the current ship market point of view, the expansion strategy adopted in the depressed ship market is right," said the Chairman and President of the Company Mr. Li Honglin . He added, "We will continue to carry out this strategy and enhance the company's capacity, we would not rule out making additional vessel acquisitions in the near future."

Galerie R

17 dec. t/m 15 febr.
opening: zaterdag 17 dec. om 15.30 uur
door het Nationaal Sleepvaartmuseum

Glorie van de koopvaardij

schilderijen en aquarellen van **Hans Breeman**
www.hansbreeman.nl



Galerie 'R'
Van Beethovenlaan 60
3055 JD Rotterdam
telefoon 010 2781278

Alle dagen open van
10.00 tot 20.00 uur

Galeriemarkant door:
Marjolijn Steinhilber




schilderijen van **Frans Romeijnsen**
www.galeriemarkant.nl

centrum **RRR** reuma & revalidatie rotterdam

Exhibition of maritime paintings: The opportunity is offering you to view a large maritime exhibition, showing the famous years 1950-1970, of the Dutch (and some English) shipping history. Two maritime artists **Frans Romeijnsen** and **Hans Breeman** are showing their work. About 55 paintings are available on the exhibition which will be held in **Galerie "R"** in Rotterdam Schiebroek, van Beethovenlaan 60, 3055JD Rotterdam, from December 17th till February 15th. Opening is free for all, so you are all very welcome at 15.50 hrs at December 17th.

www.hansbreeman.nl

www.galeriemarkant.nl







DISA INTERNATIONAL
worldwide underwater solutions

DISA INTERNATIONAL
Head office
Ketelaarstraat 5c
B-2340 Beerse
Belgium

Telephone : +32 14 62 04 11 (BE)
+31 10 3400 522 (NL)

Mail: info@disa-international.com
Website: www.disa-international.com





The **AS ALBIA** seen in Cape Town – Photo : Ian Shiffman ©

Cruise dispute unresolved after meeting

Last Wednesday evening meeting between Molokai residents and **American Safari Cruises** owner Dan Blanchard did not resolve a dispute over the cruise ship docking at Kaunakakai as part of an eco-tourism venture. But Blanchard did agree Thursday that the **Safari Explorer's** arrival in Molokai would be postponed.

"The yacht did not visited last Friday and Saturday as planned," he said in an email. "We are committed to further dialogue and will respectfully work with leaders in the community." The decision to suspend ship visits, for at least two days, follows a confrontation between the Safari Explorer and protesters on two boats and on surfboards in Kaunakakai Harbor on Saturday. The ship returned Sunday, despite protests. Cruise ship officials said visitors enjoyed a day of regularly scheduled activities.

Among those attending Wednesday evening's meeting was Zeke Kalua, an executive assistant to Mayor Alan Arakawa. Kalua said the meeting drew at least 200 people to the Mitchell Pauole Center in Kaunakakai and lasted nearly 4-1/2 hours. He said people expressed a diversity of opinion for and against the cruise ship visits, but the consensus was that "the community wants to be a part of the decision to allow or disallow the venture to go." Kalua said people expressed concern about the cruise ship opening up a floodgate of other operators, who would bring visitors and consume resources on the island.

Walter Ritte Jr., a leader of the protesters' group, said the cruise ship operators were told, from the beginning, "that they need to ask before they come." But, instead, "they came, then they started asking," he said. "They were already here, at our doorstep." Ritte said his group was prepared to meet the cruise ship this morning, if it were to arrive at Kaunakakai Harbor. He said he heard no response from the cruise ship officials at the meeting.

"They were sitting there, and they wouldn't respond," he said. But he added that the "general feeling was, 'Let's stop fighting and work things out.'" Ritte said a community group, 'Aha Kiole o Molokai, stepped forward as an "escape route" by offering its expertise and manpower to facilitate a community process to discuss the cruise ship visits.

He said the protesters "agreed to that."

"But first they had to stop the cruises . . . release all the pressure," he said, and allow a community review process to proceed. Ritte said protesters wore makahiki T-shirts as a sign that this is a "time of peace." "We put out an olive branch," he said. Opu'ulani Albino, a cultural consultant and adviser for 'Aha Kiole o Molokai, said part of her group's mission is conflict resolution as cultural practitioners.

"We're offering to be an unbiased and fair mediation entity to sit with protesters and those with the cruise ship company to see how we can come together as a community and work on a resolution acceptable to both sides," she said. Albino said there was a "lack of process" for the cruise ship to come to Molokai and seek input from the community, "asking their thoughts, worries or fears."

She said her group has sent out surveys to the Molokai community to determine, among other issues, whether they are for or against cruise ships visiting the island. "We want the community to know that their voices will be heard," Albino said. The surveys are due Dec. 15, she said.

Dan Meisenzahl, spokesman for the state Department of Transportation, said work was ongoing by county, state and federal officials to try to resolve the dispute. "Hopefully, we can reach some resolution that works for all parties involved," he said. "It may take some time, but the state is committed to making sure that happens." When asked about the cruise ship returning to the island, Meisenzahl said the state would like to see a "cooling off period," but he added that state harbors are open to any operator that abides by state and federal regulations to operate in a commercial harbor.

"We can't tell them they can't operate," he said. Ritte said the protesters' concern is not only about the American Safari Cruises ship because it could be just the first of many. If the Safari Cruises were to begin calling on Molokai, then "there's going to be a line of ships," he said. And, "nobody will be able to control these ships." Ritte said the protesters want to protect the future of Molokai and its resources. "We're aloha aina warriors," he said, recalling how Native Hawaiians prevailed in opposing the bombing of Kahoolawe. "We took on militarism," he said. "Now we're taking on tourism."

Kalua said he understood that the cruise ship's plans for visits to Molokai included having visitors hike to waterfalls, work in taro patches and help prepare poi in a traditional way. The company has made arrangements with 22 vendors on Molokai to provide experiences to visitors, he said. "It's a form of green tourism," he said. **Source : Maui News**

China to build 440 deepwater berths by 2015

According to the NDRC official, China which buys around two thirds of seaborne iron ore cargoes to feed the world largest steel industry will add 390 million tonnes of large scale iron ore port capacity and build an extra 440 deepwater berths by 2015, Reuters reports. Vale, the world's largest iron ore producer is spending billions of dollars to build an unprecedented fleet of very large ore carriers to transport the steel making ingredient to China and other major consumers.

An official with the National Development and Reform Commission said, Chinese ports are not yet ready to receive Vale mega iron ore carriers due to a few "small issues" in handling the world largest dry bulk vessels. Mr Luo Ping head of the transportation planning division at the NDRC's Institution of Comprehensive Transportation said "Chinese ports are not entirely ready for accepting Vale's carriers due to some facilities and technical issues."

He said that among the issues still unresolved is how the VLOCs will be safely guided into the ports. Vale can also submit applications for each mega ship to local maritime authorities who will then decide on whether the ports can receive them or not.

Vale plans to operate as many as 35 VLOCs before the end of 2013, as it ramps up iron ore production to 469 million tonnes by 2015 from 308 million last year. Meanwhile, China Commerce Minister plans to lead an investment delegation to Europe next year in hopes that the crisis roiling the continent will open up some plum assets for acquisition. China has been reluctant to publicly commit to buying additional European bonds, despite European pleas for help in shoring up finances there, but could be much more interested in getting hard assets for its cash. Mr Chen Deming told a gathering of Chinese firms with overseas investments that "Next year, we will continue to send a delegation for promoting trade and investment to the European countries."

He said that "Some European countries are facing a debt crisis and hope to convert their assets to cash and would like foreign capital to acquire their enterprises. We will be closely watching and pushing forward the progress." His comments are in keeping with an editorial in the Financial Times this weekend by Mr Lou Jiwei the head of China Investment Corp who wrote that China was keen to make equity investments in Western infrastructure especially in Britain. Mr Chen warned that China may fight back if other countries use trade protectionism against it. Chinese officials repeatedly emphasize the overseas deals that have fallen through because of political opposition although far

more Chinese purchases have cleared with few problems. China largest state owned shipping firm COSCO has already made a major investment into Greece's historic Piraeus port as part of Greek divestment plans. **Source : PortNews**

**Due to travelling abroad this week the
newsclippings may reach you irregularly**



Seen of Hoek van Holland, the outbound **BANGKOK EXPRESS** and the inbound **MAERSK TUKAN** and **NYK VIRGO**
Photo : Kees Torn (c)

US\$268.6 million port commissioned in BR-VT

Cai Mep International Terminal (CMIT) costing US\$268.6 million came on stream in the southern province of Ba Ria-Vung Tau on Thursday, facilitating direct shipments between Vietnam and other parts of the world. Equipped with five Super Post-Panamax Ship-To-Shore (STS) cranes, CMIT is the first deep-water container port in Vietnam to serve huge vessels of up to 160,000 DWT.

The CMIT, developed by Cai Mep International Terminal Joint-Stock Company, is operating direct international shipping between Vietnam and other countries in Asia, Europe and the Americas. In March this year, when it was still under the second phase of construction, CMIT received the 131,260-DWT vessel CMA CGM Columba with the capacity of above 11,388 TEUs, the largest container vessel to have called at a Vietnamese port.

CMIT have to date welcomed 104 mother ships and loaded and unloaded 151,000 TEUs. At the opening ceremony of CMIT, Martin Gaard Christiansen, CEO for the APM Terminals Asia Pacific Region, said the container ports around the Cai Mep area like CMIT were dependent much on supporting infrastructure such as roads and power. Therefore, Christiansen said, local and central authorities should coordinate with investors to develop the best infrastructure.

Danish Ambassador to Vietnam John Nielsen said at the ceremony that the construction of CMIT was evidence of the bilateral partnership in infrastructure development in Vietnam. Ngo Thinh Duc, deputy minister of transport, said the opening of this deep-water container terminal would help reduce the shipping time of local products bound for the European Union and U.S. markets by 7-10 days, thus increasing their competitiveness on global markets.

Duc said his ministry would accelerate infrastructure development, including the expansion of National Highway 51 and the construction of the Bien Hoa-Vung Tau Expressway to connect the ports in the Cai Mep area. Cai Mep International Terminal Joint-Stock Company was established on January 26, 2007 as a joint venture between Saigon New Port Corporation, Vietnam National Shipping Lines and APM Terminals of Denmark. **Source : The Saigon Times Daily**

Precious Shipping cancels supramax order

Precious Shipping has cancelled the acquisition of one new supramax vessel from Taizhou Sanfu Shipyard in China, Seatrade Asia online reports. "Precious Lands Limited, the company's subsidiary which had signed the acquisition agreement... has cancelled the purchase of the vessel due to the delay in delivery," Precious Shipping said in a statement on Friday. Precious Shipping had in October and November this year taken delivery of two similar vessels worth a total of \$53m from the Chinese yard. **Source : PortNews**

.... PHOTO OF THE DAY



Above seen the 2011 built NLD flag and owned wind turbine installation vessel **MPI DISCOVERY** entering Grand Harbour, Malta on Friday 2nd December, 2011 on her delivery maiden voyage.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US) (English version) or visit the subscription page on our website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

Om uit te schrijven klik [hier](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL) (Nederlands) of bezoek de inschrijvingspagina op onze website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>