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HMS OCEAN (L 12) outbound from the IJmuiden locks after visiting Amsterdam
Photo : Marcel Coster ©

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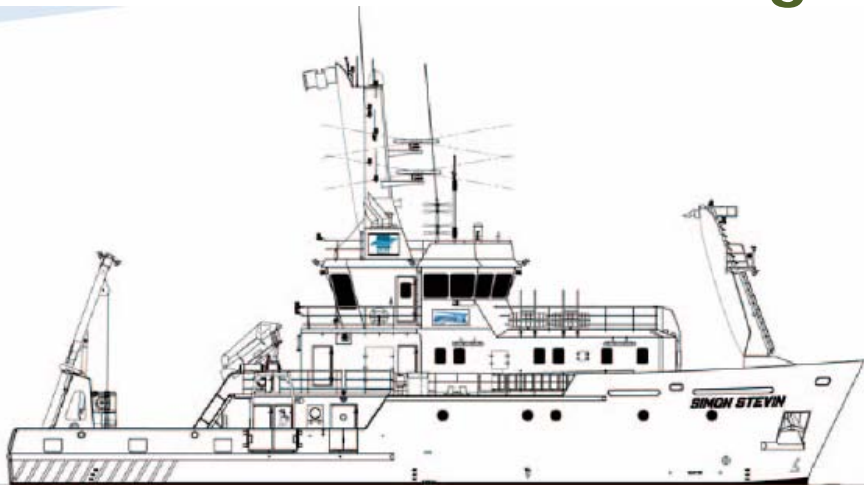
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The laker **CARSON J GALLAWAY** seen from the **VIKINGBANK** – Photo : Bigfoot Oleg ©

Doop nieuw schip zeewetenschappelijk onderzoek **SIMON STEVIN** in aanwezigheid van minister Ingrid Lieten



VLIZ en VLOOT hebben het nieuwe schip **SIMON STEVIN** in gebruik genomen. De **SIMON STEVIN** vervangt het oude onderzoeksschip **ZEELEEUW**. Minister van Innovatie Ingrid Lieten is de meter van dit nieuwste pronkstuk voor het Vlaamse wetenschapsbeleid, tevens het eerste Vlaamse nieuwbouw onderzoeksschip. De ingebruikname past in het vernieuwings- en onderhoudsprogramma van de Vlaamse overheidsrederij VLOOT.

Historiek

De eerste beslissingen met betrekking tot de inzet van een Vlaams vaartuig ter

ondersteuning van het zeewetenschappelijk onderzoek dateren van 19 december 1998 toen beslist werd om een oude

loodsboot om te bouwen tot een onderzoeksvaartuig. Die oude loodsboot kreeg de naam **ZEELEEUW**. De werken aan de **ZEELEEUW** startten op 4 februari 2000 en eind december 2000 kon de eerste onderzoeksvaart georganiseerd worden.

De **ZEELEEUW** werd ingezet ter ondersteuning van wetenschappelijk onderzoek voor onder andere de monitoring van zeevogels en zeezoogdieren, het in kaart brengen van de mariene biodiversiteit rond scheepswrakken en windmolens, het verzamelen van data rond de impact van pollutanten op het marine milieu, maar ook voor lange termijn monitoringscampagnes die veranderingen in het zeewater opvolgen. In de afgelopen periode van ruim 10 jaar als onderzoeksvaartuig zijn ruim 155.000 km afgelegd in het kader van wetenschappelijk onderzoek. Circa 1100 wetenschappers, technici en duikers verrichtten activiteiten aan boord en nog eens 4500 leerlingen en studenten konden kennismaken met het varende schip en de zeewetenschappen. Daarbovenop volgden zo'n 5500 jongeren tussen 15 en 18 jaar de **ZEELEEUW** via de digitale leerprojecten '*Expeditie Zeeleeuw*' en '*Planeet Zee*'.

Na 35 jaar trouwe dienst, aanvankelijk als loodsboot en tot op heden als onderzoeksschip, was er nood aan een modern en goed uitgerust schip, met een geringe diepgang en een vlotte toegang tot de ondiepe kustwateren van de zuidelijke bocht van de Noordzee en aanpalende riviermondingen. Op vrijdag 29 mei 2009 hechtte de Vlaamse Regering haar principiële goedkeuring aan de ondersteuning voor de totstandkoming van een onderzoeksschip en de gezamenlijke financiering vanuit het departement EWI en de DAB Vloot voor de bouw van de **SIMON STEVIN**. Op 23 juli 2010 werd door de Vlaamse Regering de definitieve goedkeuring over de volledige financiering gegeven.



De **PAULA** met aanboord de **SIMON STEVIN** arriveerde 19 december 2011 in Rotterdam - Photo : Frits Janse ©

Het vaartuig en de financiering



Het casco van de **SIMON STEVIN** werd gebouwd te Galati (Roemenië) om dan verscheept en verder afgebouwd te worden op de Nederlandse werf **Maaskant Shipyards Stellendam** (behorend tot de **Damen Shipyards Group**)

Het schip – met een lengte van 36 m, een breedte van 9,6 m en een diepgang van 3,5 m – beantwoordt aan de noden van de verscheidene mariene onderzoekdisciplines, is uitgerust met alle standaard staalnameapparatuur en met hoogtechnologische sonartechnieken die stroommetingen (akoestische stroommeter) en karakterisering van de bodem toelaten (multibeam). Een hoogaccurate plaatsbepaling wordt verzekerd door een dynamisch positioneringssysteem. Een dieselelektrische aandrijving biedt de mogelijkheid om te

varen als 'stil schip' waardoor alle akoestische meetinstrumenten optimaal benut kunnen worden. Hiermee vormt dit gloednieuwe en tevens ook eerste Vlaamse nieuwbouw-onderzoeksschip, een unieke realisatie met toptechnologie aan boord. Het onderzoeksschip zal hoofdzakelijk ingezet worden voor academisch kustgebonden oceanografisch onderzoek in de zuidelijke bocht van de Noordzee en het oostelijk deel van het Kanaal. Het biedt de noodzakelijke

ondersteuning aan een netwerk van meer dan 1500 zee- en kustwetenschappers, actief aan Vlaamse universiteiten en instituten, en het wordt ingebed in internationale samenwerkingsverbanden. Het zal tevens dienst doen als trainingsplatform voor studenten uit de marien wetenschappelijke en maritieme opleidingen en als testplatform voor nieuwe mariene of maritieme technologieën. Daarnaast staan ook educatieve tochten voor scholieren en basisscholen op het programma. Het schip zal hoofdzakelijk ingezet worden voor dagoperaties, maar regelmatig zullen meerdaagse reizen uitgevoerd worden. Het schip vaart onder Belgische vlag en heeft Oostende als thuishaven. Het schip kreeg de naam **SIMON STEVIN** naar de Vlaamse intellectuele duizendpoot (°1548 Brugge) met heel wat maritieme en waterbouwkundige verdiensten. Het vaartuig heeft 11,5 miljoen euro gekost en aan de wetenschappelijke uitrusting werd 1 miljoen euro besteed.

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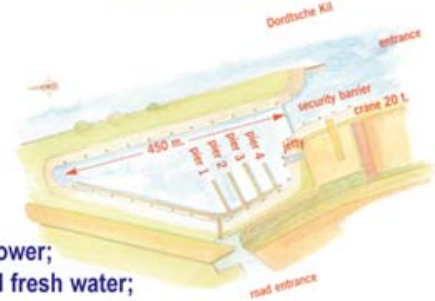
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The 1988 built GRC flag container ship **MSC MYKONOS** leaving Grand Harbour, Malta on Saturday 1st September , from **Palumbo Malta Shipyard Ltd.** - Photo : **Capt. Lawrence Dalli** - www.maltashipphotos.com ©

1,000 Chinese fishing boats sailing towards disputed Senkaku waters

Chinese national media has reported that roughly 1,000 fishing boats have set sail from mainland China are due to arrive in the waters surrounding the disputed Senkaku/Diaoyu Islands before the end of Monday. Having departed from several coastal provinces like Fujian and Zhejiang, this act could be endorsed by Beijing as one of the largest oppositions against Japan and its government's nationalization of the disputed territory. Should the large number of

Chinese fishing boats enter Japan's territorial waters, they will undoubtedly encounter the patrol ships of the Japan Coast Guard.



It is also believed that the armada could be accompanied by the six Chinese patrol ships that have been stationed near the islands since last week. On Friday, those six ships entered Japanese waters and prompted a standoff with the Japan Coast Guard warning them to leave. Chinese fishing authorities have already said that they will be observing and overlooking the boats' activities.

As Tuesday, September 18th, marks the 81st anniversary of Japan's invasion of Manchuria in 1931, these fishing boats may be part of a large-scale demonstration to dwarf even the wide-

spread violent protests that took place all over China throughout the weekend. Several large Japanese companies halted their operations after reports of vandalism and destruction of Japanese property, while Prime Minister Noda called on Beijing to exert more effort in restraining the violence and protecting the safety of all Japanese nationals living in China.



The **RIGA** inbound at the Westerscheldt River – Photo : Henk de Winde ©



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Baltic shipping index up on higher capesize rates

The Baltic Exchange's main sea freight index, which tracks rates for ships carrying dry commodities, rose marginally on Monday as higher capesize rates offset the softer panamax rates. The overall index, which gauges the cost of shipping commodities such as iron ore, cement, grain, coal and fertilizer, rose 1 points or 0.15 percent to 663 points. The Baltic's capesize index climbed 15 points or 1.25 percent to 1,219 points.

Average daily earnings for capesizes, which typically transport 150,000 tonne cargoes such as iron ore and coal, were up \$119 at \$3,779. The Baltic's panamax index fell 3.78 percent to 483 points on Monday, with average daily earnings down \$154 at \$3,833.

Earnings for panamaxs, which usually transport 60,000 to 70,000 tonne cargoes of coal or grains, have dropped about 70 percent this year. Average daily earnings for handysize ships were up \$30 at \$6,982, and that of supramax ships were up \$46 at \$8,771. Growing ship supply has been outpacing commodity demand for some time now and is expected to cap dry bulk freight rate gains in the coming months. The main index, which factors in the average daily earnings of capesize, panamax, supramax and handysize dry bulk transport vessels, has fallen about 65 percent this year. **Source: Reuters**



Both lifting parts of the Spijkenisse Bridge over the Oude Maas are opened to let the **BEAUTRADER** and the tug **EUROSUND** with a Stemat pontoon assisted by the **GEPKE III** pass the bridge – **Photo : Lia Mets ©**

Höegh Autoliners secures new capacity from 2014

Höegh Autoliners has entered into 12 year bare boat charters for two 6 500 car capacity **Pure Car Truck Carriers (PCTC)** to be delivered in 2014. The vessels will be owned by Ocean Yield AS and will be built by **Daewoo Shipbuilding & Marine Engineering's (DSME)** shipyard in Mangalia, Romania.

Höegh Autoliners has previously taken delivery of a series of 10 PCTCs from DSME and the two 6 500 car capacity vessels will be built based on the same specifications with relevant updates. **Höegh Autoliners** has the option to acquire the vessels during the charter period, with the first option exercisable after five years.

"The long term charters agreed with Ocean Yield is important in our fleet development program, to provide the best services to our customers. The vessel design is well known and well proven as an efficient and flexible work horse in our core fleet," says Ingar Skiaker, CEO of **Höegh Autoliners**. "We operate today a fleet of around 60 car carriers and balance our owned fleet with vessels chartered from other owners. The new vessels will replace existing vessels."

Ocean Yield has entered into shipbuilding contracts with DSME for the two vessels. **Höegh Autoliners** will provide shipbuilding supervision services and will have the technical management and crewing of the vessels when they are

delivered and enter **Höegh Autoliners'** worldwide trade systems. **Ocean Yield** is a shipowning company owning marine assets with bareboat agreements within the oil service sector. The company was established in 2012 and is 100 percent owned by Aker ASA. **Ocean Yield** strategy is to expand its portfolio of marine assets, primarily within oil service and industrial shipping, with long-term bareboat contracts with solid counterparties. **Source: Höegh Autoliners**



The **ALLIED ACHIEVER** at Singapore West Jurong Anchorage – **Photo : Capt. Neil Johnston ©**

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IMO set to collide with EU over vessel CO2 emissions

The **International Maritime Organization (IMO)** is making little headway on market-based measures to curb carbon dioxide emissions from international shipping, putting it on a policy collision course with the European Union, observers said. A committee of the 170-member United Nations shipping body was unable to make "tangible progress" after a week of talks that ended late on Friday, a delegate told Reuters. An IMO spokeswoman said discussions on market-based measures, such as a levy on CO2 emissions and a cap-and-trade scheme, will resume in October when the Marine Environment Protection Committee meets again. International shipping accounts for around 3 percent of

the world's emissions of the greenhouse gas that is widely blamed for global warming, and this share could go to 18 percent by 2050 if regulation is not in place, according to the IMO. The European Union executive of the 27-nation European Union bloc has threatened to enforce its own shipping regulations if the IMO fails to act, as it has with aviation. "While we have a clear preference for global action on measures to reduce emissions from shipping, we don't see the IMO on track to deliver reductions consistent with the globally accepted maximum two degrees Celsius objective," a Commission spokesman said, referring to a threshold many scientists say is needed to avert runaway climate change.

The Commission has recently started a public consultation on four policy options, including a compensation fund, an emissions trading system, a fuel or carbon tax and a mandatory emission reduction per ship. It runs through early April. The consultation will be followed by an impact assessment and drafting of a Commission proposal between April and June, with a final proposal to be presented in the fourth quarter, said Commission spokesman Isaac Valero-Ladron.

IMO HITCH

IMO Secretary-General Koji Sekimizu has called for an impact assessment study on nine different market-based proposals and to finalize it by 2013. "Let us work together and set ourselves the challenge of completing all of the work on the establishment of a market-based measure by a target year of 2015," he said in his opening speech on Monday. But the talks were bogged down by a debate about technical cooperation and technology transfer in relation to an agreement on an energy efficiency design index reached last year, delegates said. Last July, forty eight countries voted in favor of adopting a mandatory energy efficiency design index (EEDI) for new ships and a voluntary energy efficiency management plan for all ships. "There is bad feeling as a result of that," said John Maggs, policy advisor at Seas At Risk, a European association of non-governmental environmental organizations. "Those who didn't support adoption of the EEDI last year are now causing difficulties for further progress on greenhouse gas measures." The talks were also held back by a debate about the appointment of a steering group to oversee the commissioning of the impact study, he said, adding "which as a result of developing country lobbying is now a necessary precursor to making any further progress." **Source: Reuters**



The **H.LEE WHITE** is built by the Bay Shipbuilding Corp., Sturgeon Bay, WI for the American Steamship Co., Buffalo, NY, the H. Lee White(2) was launched December 3, 1973 and sailed on her maiden voyage June 1, 1974. This self-unloading bulk freighter is powered by twin V-20 3600 horsepower GM diesel engines. She has both bow and stern thrusters and a self-unloading system that can unload ore pellets up to 6000 tons per hour. Her 6 cargo compartments are fed by 23 hatches allowing her to carry up to 35,200 tons at her maximum mid-summer draft of 30 feet 7 1/2 inches. She is one of only a few vessels in the Great Lakes American fleet whose size permits her to transit the Welland Canal (the new maximum Canal length being 740 feet). **Info : Boatnerd / Photo : Bigfoot Oleg ©**

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PENINSULA PRINCESS making the first ever car ferry crossing in Port Phillip 13-9-1987, one car!



From humble beginnings with one vessel, **PENINSULA PRINCESS**, the Sorrento Queenscliff car ferry commenced operations in 1987, this week the service has now notched up 25 years continuous in all weather and economic climates, linking two historic bayside towns at the southern end of Port Phillip where only a limited passenger service operated before that. Fast forward to 2012 and two 61 metre Australian built catamaran ferries named **SORRENTO** and **QUEENSLIFF** cross continuously daily, to mark the event fireworks were let go as the last ferry on the Saturday night paused for the occasion leaving Sorrento after day one of the weekend of celebrations. The service is one of the biggest employers in the region and is now essential against a 300 Kilometer drive around Port Phillip.



Photo's : Andrew Mackinnon ©



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3 Weeks To Sail Away!

Second article in anticipation of Team Dockwise participating in Race of the Classics for Young Professionals!



A team of 19 **Dockwise Young Professionals** will take on the challenge of participating in the annual Race of the Classics for Young Professionals (www.rotcyp.nl). The Race with 23 classic sailing ships will start on 10 October from the Veerhaven in Rotterdam with the intention to reach Ipswich (weather permitting). After reaching Ipswich (or any alternative port) the Race will finish in Amsterdam on 14 October after completing a total distance of 200 miles.

All ships will be equipped with a tracking system of Yellowbrick. Follow Team Dockwise by logging in on the internet via www.rotcyp.nl. Over 3,500 people followed last year's edition of **Race of the Classics for Young Professionals**. A satellite connection will enable you to follow Team Dockwise on a Google-maps plot. Please check the leading position to find our ship ☺



The **Foundation Race of the Classics** established the **Classic Ships Fund** (Klassieke Schepen Fonds) in 2007. This fund aims to support classic sailing in financing projects that benefits the classic image of the ship. The Foundation Race of the Classics wants to show how important it is that the European classic sailing fleet is maintained in good shape. The "**Gallant**" will be eligible for a new classic steering wheel, which Team Dockwise is in the race for.

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NAVY NEWS



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The Australian Customs vessel **BOTANY BAY** enters the Port of Darwin. One of the vessels operational off Christmas Island on boat people duty in the waters between Indonesia and Christmas and Cocos Islands intercepting illegal boat people. **Photo : Bill Barber ©**

INS Vikramaditya trial malfunctions to delay handover

Malfunctions detected during trials of Indian Navy aircraft carrier **Vikramaditya** will delay the vessel's handover to India, the Kommersant business daily reported on Monday. The **Vikramaditya**, formerly the Russian Navy's **Admiral Gorshkov**, is to be handed over to India after ongoing sea trials following a much-delayed refit. According to the latest agreements, it was to have been handed over on December 4, but the deadline has been postponed again until October 2013. The problems started when the vessel tried to gain maximum speed. "Seven out of eight steam boilers of the propulsion machinery were out of order," an official told Kommersant. The official, who prepared the **Vikramaditya** for sea trials, said the reason for the boilers' failure was that India refused to use asbestos as a means

to protect the boilers from heat, fearing that the material was dangerous for the crew. He said the boilers' designer had to use firebrick, which proved not sufficiently heatproof, the official said. Source: <http://en.rian.ru/>

Bemanning stationschip steekt handen uit de mouwen voor St. Eustatius



Een deel van de bemanning van **Hr.Ms. van Amstel**, het nieuwe stationschip in het Caribisch gebied, heeft zich op vrijdag 14 september ingezet voor verschillende projecten op Sint Eustatius.

Voor een middelbare scholengemeenschap knapte de bemanning enkele zeecontainers op die door de school gebruikt worden voor handenarbeid en opslag. Maar ook de scholieren werkten zich in het zweet en kregen sportlessen van de militairen aangeboden. 65 Leerlingen kregen de unieke gelegenheid om een kijkje te nemen aan boord van het



marineschip. Daar kregen ze een rondleiding door het schip en werden hen verschillende demonstraties getoond, tot groot enthousiasme van de groep die onder de indruk was van het M-fregat.

Het tweede project richtte zich tot een organisatie die zich inzet voor naschoolse opvang en activiteiten voor de jeugd. Het gebouw werd voorzien van een nieuwe kleurige verflaag en vernieuwde dakgoten. Daarnaast heeft de bemanning spellen en educatiemateriaal aangeboden na een inzamelactie die voor vertrek uit Den Helder aan boord is gehouden.

Het is gebruikelijk dat de bemanning van het stationschip in het Caribisch gebied zich tijdens haar West termijn inzet voor civiel militaire aangelegenheden en goede doelen. Deze activiteiten worden uitgevoerd zonder dat de operationele inzet in het geding komt. **Hr.Ms. Van Amstel** zal tot december in het Caribisch Gebied ingezet worden voor de Koninklijke Marine en de Kustwacht Caribisch gebied. Foto's: **Hr.Ms. Van Amstel** ©

Iran Releases Military Submarine and Frigate into Water

Upon the order of the Supreme Leader of the Islamic Revolution Ayatollah Seyyed Ali Khamenei, Iran has released new military submarine "**Tareq 901**" into water in Bandar Abbas port, IRINN Tv channel reported live. **Tareq 901** is a three Kilo class, Russian type 877EKM, submarine which was delivered to the Iranian Navy from 1992 to 1997.

Iran's submarine force currently consists of Russian Kilo-class diesel-electric submarines (**Tareq 901**, **Noor 902**, **Yunes 903**), one 500-ton Nahang and four 120-ton Yono-class (also referred to as Qadir or Ghadir-class) midget submarines. Iran also released "**Sahand**" frigate into water, along with the submarine.

Iranian frigate **Sahand**, a British-made Vosper Mark V class frigate (also known as Alvand class frigate), was commissioned as part of a four-ship order. The ship was originally called **Faramarz**, named after a character in Ferdosi's Shahnameh. However after the Islamic Revolution it was renamed **Sahand**, after the Sahand volcano.

Both the submarine and frigate were released upon the order of Khamenei, in the Bandar Abbas port of Iran. Yesterday, Khamenei visited the Noshahr city of Iran to attend the graduating ceremony at Iran's Military Academy. Today, he signed an order for the release of the submarine and the frigate. Source : Turkish Weekly

Second Astute Class Submarine Sets Sail on Sea Trials

The second Astute class submarine **Ambush** has set sail from BAE Systems to begin sea trials with the UK Royal Navy. The 7,400 tonne attack submarine left the site in Barrow-in-Furness, Cumbria on Saturday September 15 for Her Majesty's Naval Base (HMNB) Clyde, Faslane, which will become its operational base. This major milestone in the submarine programme is the point at which Ambush will begin to test its range of capabilities, under the control of Ambush Commanding Officer, Commander Peter Green and his crew.

BAE Systems Maritime – Submarines Managing Director John Hudson said: "This is the culmination of a tremendous amount of hard work from everyone at BAE Systems, our partners in the submarine enterprise and the hundreds of businesses in our supply chain network. Nuclear powered submarines are ferociously complicated, and it would not have been possible to reach the stage we are at today without the valued input of all those highly-skilled people.

"There now follows an extensive and rigorous period of testing during which we're confident Ambush will go on to demonstrate herself as a fantastic capability."

Commander Peter Green, said: "We are grateful to all the people who have worked hard to construct this vessel. The crew cannot wait to start sea trials and take this magnificent vessel a step closer to beginning operations. It is now time to start putting Ambush through her paces on sea trials and prove that this amazing piece of equipment is ready for operations."

Ambush is the second in a planned class of seven submarines and she follows sister vessel **HMS Astute** to HMNB Clyde, in Scotland, where the first in class has been based since leaving BAE Systems in 2009. Minister for Defence, Equipment , Support and Technology Philip Dunne said: "Ambush and her sisters are the most powerful and advanced attack submarines ever ordered for the Royal Navy, they are needed by the fleet and they will play a vital role in the future defence of the UK. The completion of Ambush is a tribute to the hard work and commitment of the thousands of people employed in this country's world-class submarine industry."

The Astute class boasts a range of world class capabilities inside each 97 metre long hull. Powered by a Rolls-Royce nuclear propulsion system, the reactor never needs refuelling. The sonar system has the processing power of 2,000 laptops and can track ships 3,000 miles away. They are armed with both Tomahawk land attack missiles and Spearfish torpedoes and her missiles have a target range of 1,200 miles with accuracy measured in metres. John Hudson added: "The skill at BAE Systems lies in the design, build, test and commissioning of the submarine and the complex integration of the highly sophisticated technology onboard, so everyone involved should feel justifiably proud of their achievements today."

HMS Astute is currently on sea trials and in March this year successfully test fired four Tomahawks, and six Spearfish torpedoes, including the first salvo by a British submarine for 15 years, during trials in America. Source : DEFPRO

SHIPYARD NEWS

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Malaysian Shipbuilders Capable Of Building Large Ships - Tun Mahathir

Former prime minister Tun Dr Mahathir Mohamad has expressed his confidence that local shipbuilders are capable of building large vessels, including war ships. He said they should be given the opportunity to prove their worth as proven by **NGV Tech** which had so far built over 140 ships of various sizes.

"I am confident that **NGV Tech** is capable of building large vessels and warships as it is a sophisticated company entrusted in building two Royal Malaysian Navy training ships through a joint venture with a South Korean company," he told reporters after attending a hari raya open house hosted by NGV Tech here Sunday. Accompanied by NGV Tech executive chairman Datuk Zulkifli Shariff and Chief of Navy Tan Sri Abdul Aziz Jaafar, Dr Mahathir witnessed the construction of the two training ships worth RM148 million each at a shipyard owned a NGV Tech in Kampung Sijangkang. Built through a technology transfer programme with **Daewoo Shipbuilding & Marine Engineering Co. Ltd.**, South Korea, **NGV Tech** expects both ships to be completed by the middle of next year. Source: Bernama

Sembcorp Marine: Acquisition of SLP Engineering Limited

Sembcorp Marine through its wholly-owned subsidiary **SMOE Pte Ltd (SMOE)** has acquired from **Smulders Group** the entire share capital in its wholly-owned subsidiary of **SLP Engineering Limited (SLP)**. SLP, based in Lowestoft Suffolk, United Kingdom (UK), will be renamed Sembmarine SLP Limited (Sembmarine SLP) and will be held through newly incorporated company **Sembmarine North Sea Limited** (Sembmarine North Sea). Sembmarine North Sea will be 70% owned by SMOE and 30% owned by eight members of the SLP Management team lead by its Managing Director, Mr Paul Thomson.

The acquisition would be on a willing buyer, willing seller basis and will be funded through SMOE's internal funds. SMOE will acquire all the shares in SLP from Zefier, a subsidiary of Smulders Group. Under the Sales & Purchase Agreement signed on 14 September 2012, SMOE will pay about £2.5 million for both shares and settlement of the intercompany loans of SLP. The deal will be completed only upon certain conditions being met. The NTA of SLP is about £0.7 million. Mr Ho Nee Sin, Managing Director of SMOE said "Following the acquisition, Sembcorp Marine will now have a footprint in the UK, providing synergistic support and reach out to its North Sea clientele. Sembmarine SLP offers the opportunity for future growth in new business areas within the renewable energy sector as well as in the fabrication of minimum facilities platforms (MFP) for marginal oil and gas fields in the North Sea and Asia Pacific waters."

Mr Paul Thomson, Managing Director of Sembmarine SLP said "We are delighted to be part of the Sembcorp Marine Group, a leading offshore engineering group with diverse capabilities in rig building, ship construction, ship conversion, ship repair and offshore engineering & construction. With SMOE's extensive experience in building major offshore structures, it will greatly enhance our objective of becoming the leading UK supplier of EPC services to the offshore energy market." The above acquisition is not expected to have material impact on the consolidated net tangible assets and earnings per share of Sembcorp Marine for the financial year ending 31 December 2012. Source: Sembcorp Marine

Korean Shipyard Launches PIL Container Ship

The first ship of four 2800TEU container ships, '**KOTA GAYA**', for Pacific International Lines (PIL) launched from **Hyundai Mipo Dockyard**, Ulsan, S.Korea. Navigathi Marine is providing the project management for the new-buildings for Pacific International Lines and Navigathi's professional team is on site to manage the project.

The Kota Gaya is of 222 m LOA, beam 30 m and a 12 m scantling draft. She is powered by Hyundai-MAN B&W 8L70MC-C8.1 engines of nominal rating 26,160 KW x 108.0 RPM. Navigathi Marine, a marine consultancy and manufacturing firm with offices in India, South Korea and UAE, assists ship owners in various stages new shipbuilding. Pacific International Lines (PIL) incorporated in Singapore is one of the largest ship-owners in Asia, whose fleet of container ships operate worldwide. Source: Marinelink

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SVANEN outbound from Rotterdam with tug **VIKING** and multicat **MENA C OF RHU**.

Photo : Eric Peute ©

SBM OFFSHORE - COMMENCEMENT OF PRODUCTION ON CIDADE DE ANCHIETA

FPSO CIDADE DE ANCHIETA ON HIRE

SBM Offshore is pleased to announce that oil production on FPSO Cidade de Anchieta has commenced and the unit is officially on hire as of 10 September 2012, under the 18 year lease and operate contract with Petrobras.

The **FPSO Cidade de Anchieta** is designed for pre-salt production of the Baleia Azul, Jubarte and Pirambu fields in the area known as Parque das Baleias, off the coast of the state of Espírito Santo in the Campos Basin, Brazil.

The lease and operate contract was signed in December 2009, for a substantial upgrade of the FPSO and relocation to the nearby Baleia Azul field. The FPSO was disconnected and towed to Singapore for refurbishment and upgrade works on the topsides facilities in April 2011. The process facility was upgraded with new modules for gas treatment, water injection, gas turbine generators and flare drums to meet the new field production characteristics. On completion, the FPSO was towed back to Brazil in the summer of 2012 with first oil production on 10 September 2012.

The FPSO has the capacity to process 100,000 barrels of oil and 3.5 million m³ of gas per day. The platform is installed at a water depth of 1,221 meters, 80 km off the coast. The produced natural gas will be pumped through the Sul-Norte Capixaba pipeline to the Natural Gas Treatment unit in Cacimbas, on the coast of Espírito Santo.

Bruno Chabas CEO of SBM Offshore commented: "We are very pleased with the successful start of production on **FPSO Cidade de Anchieta** for Petrobras as the project has achieved the objectives of minimizing stand-by time during the relocation process of a year and half. This substantial investment associated with a major upgrade of the processing equipment of such a complex facility illustrates the bespoke nature of FPSOs and is an excellent example of our leading position in the market".



The **TORM VALBORG** outbound from Malta – Photo : Mario Schembri ©



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RESPONSE & RESULTS

New UAE port opens

After years of meticulous planning, the **Abu Dhabi Ports Co (ADPC)** recently started operations at the state-of-the-art flagship port Khalifa (left), the most technically advanced port in the Middle East and North Africa (MENA) region. Khalifa Port's container terminal has a capacity of 2.5 million TEUs a year, with an additional 12 million tonnes of general cargo, including four million tonnes a year from the Emirates Aluminium (EMAL) berth, which opened in late 2010. The port's landmark features include the UAE's longest bridge at over one kilometre in length and the multi-award winning environmental protection breakwater - the eight kilometre arm that curls around the port to protect the Ras Ghanada coral reef, the only example of its kind in the Arabian Gulf. All the container traffic at Abu Dhabi's Mina Zayed Port will be transferred to Khalifa Port by the end of the first quarter of 2013. In 2012, Mina Zayed celebrated 40 years and is expected to reach maximum capacity by the end of the year. Mina Zayed will continue to handle commercial cargo but will concentrate on developing the growing cruise liner business at the port. It is ideally situated in the heart of the city centre. At the heart of Khalifa Port is the advanced terminal operational building that houses state-of-the-art computer technology used to control much of the container terminal. Khalifa Port is designed to be rolled out in phases should market demand require it. For example, the innovative technology and infrastructure is highly flexible, creating economies of scale that will reduce the cost should there be demand for future expansion. The

port has been dredged to be deeper than needed to accommodate ships larger than the ones in service now and the ship-to-shore cranes are among the largest in the world. Source : PortNews



The **FLINTERBOTHNIA** outbound at the river Tyne – Photo : Kevin Blair ©

Tesoro sells marine terminal, pipelines to partnership

Tesoro Corp on Friday said it sold the Long Beach marine terminal and its Los-Angeles area pipelines to Tesoro Logistics LP for \$210 million, Reuters reports. The assets include a two-vessel berth dock that Tesoro leased from the City of Long Beach, six storage tanks with a combined capacity of 235,000 barrels and six related pipelines, with 70,000 barrels-per-day throughput, which connect the terminal with Tesoro's Wilmington, California, refinery and other facilities. The company had announced plans to sell the assets to the partnership in its second-quarter earnings report. Tesoro Logistics is a limited partnership formed by Tesoro Corp in 2011 to own, operate, develop, and acquire crude oil and refined products logistics assets.

The asset sale follows Tesoro Corp's \$2.5 billion bid to buy BP Plc.'s 266,000 barrels-per-day refinery in Carson, California, announced in August. The company plans to combine the Carson plant with its 97,000 barrels-per-day Wilmington refinery to create a West Coast refining empire. Tesoro had said in August that it plans to finance the deal with BP through asset sales to Tesoro Logistics, which it expected to generate \$1 billion in cash in the first year. However, the latest asset transfer to the Logistics partnership is not related to the bid on the Carson plant, according to Louie Rubiola, director of Investor relations. Source : portNews

WSB Weekly Report - Week 36 ending 14.09.2012

Drybulk S&P:

The Dry bulk market has seen a good number of deals this week. In the Capesize market the Japanese blt **ORIENT VEGA** (180,200 dwt / built 2011 Imabari) was taken by Oceanbulk Maritime for \$36.7 m and the Mini Cape **SAAR N** (122,259 dwt / built 1995 Daewoo) was purchased by South Korean buyers for \$6.6 m. In the Panamax sector, 2 newly built bulkers **HOUHENG 5** & **HOUHENG 1** (76,500 dwt / built 2012 Hudong) have gone to Greek buyers for an enbloc price of \$48 m. The Handymax sector contributed this week with **GLOBAL SANTOSH** (45,000 dwt / built 1997 Tsuneishi C 4X30T) being reported sold to Chinese buyers for \$8.6 m with SS due, **CAMILLA** (42,129 dwt / built 1985 Koyo Mihara C 4X25T) which was sold for a scrap related price to Italian buyers for \$3.15 m as where is and unnamed Taiwanese purchased **IOANTHI** (42,001 dwt / built 1992 Oshima C 4X30T) for \$6.8 m. It has been reported that TMT sold two of their Handy bulkers: **D HANDY** (37,000 dwt / built 2011 Hyundai HI) which went to Cosmos ship for \$20 m and **B HANDY** (31,440 dwt / built 2011 Hyundai MIPO C 4X30T) went to Far Eastern clients for \$19.5 m. Finally

Chinese buyers paid \$1.5 m to take the old tweendecker **TAMOYO MAIDEN** (17,297 dwt / built 1986 Ishikawajima C 5X25T).

Tanker S&P:

This week another four 1980/90s blt VLCCs were reported sold last week: **SAMCO RAVEN** (301,653 dwt / built 1996 Sumitomo HI) was sold for \$25.8 m to Greek buyers, Kingnights Bridge finally sold the **HAMPSTEAD** (298,306 dwt / built 1996 Daewoo) and **SFAKIA** (250,367 dwt / built 1986 Ishikawajima) to separate clients for undisclosed prices and Chinese buyers have taken **LA MADRINA** (299,700 dwt / built 1994 Den) at a price of \$21 m.



The **KHORFAKKAN** anchored off Singapore recently – Photo : Piet Sinke ©

The modern LR2 **KHORFAKKAN** (105,304 dwt / built 2010 Sumitomo HI) has gone to Greek buyers (Thenamaris) for \$33 m. We believe that **FORMOSA SEVEN** (35,657 dwt / built 1996 Shin Kurushima) was taken by Chinese buyers for \$9.35 m.

Drybulk Chartering:

The Dry Bulk market remains under pressure with a lack of cargo orders and high levels of oversupply which reflected on the BDI closing last week at a low 662. The Capesize index increased by USD208 during the week to close at a daily rate of USD3,660 and STX Pan Ocean fixed the Newbuilt MV **Anangel Conqueror** (180,000 dwt) for a trip via Esperance to Qingdao for USD5,000 per day. Conversely, the Panamax Market decreased with USD 771 and the MV **Marbella** was taken by SW Shipping for a trip with loading at Port Dickson via Geraldton to China at USD 4,000 per day. An influx of nickel ore and coal orders in the Pacific Basin has been seen for Supramax and Handysize, this is probably related to the Golden Week in China. The period market was more active with some interesting fixtures such as the MV **Helene Selmer** (55,741 dwt – 2005 blt) which was taken by Ultrabulk at Lianyungang for a rate of USD 9,750 for a period of 3/5 months.

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The **ALBANYBORG** enroute Rotterdam – Photo : Cees de Bijl ©

Tata Steel's new Offshore Processing Centre will help reduce renewable energy costs

Tata Steel inaugurated its new £2 million offshore processing centre (OPC) at an event in Hartlepool attended by more than 40 leading business figures from the European renewable energy sector. Following a presentation at Hartlepool College of Further Education, guests were shown round the company's new centre, a high-productivity processing facility that will produce welded tubular assemblies to be used in the fabrication of jacket foundations for offshore wind turbines. They also visited Tata Steel's 42-inch tube mill, one of three tube mills located at the company's Hartlepool site.

The OPC will play a pivotal role in supplying the renewables sector, manufacturing highly refined components for the offshore wind sector that can be prepared for welding onto finished structures, thereby shortening throughput times and improving cost efficiency for customers. Once manufactured, the components will be stored for shipment in kit form to fabricators in the UK and mainland Europe, using local deepwater ports and the UK rail network.

Tata Steel has also forged a supply agreement with German steel tube producer Eisenbau Krämer (EBK) to complement its own product portfolio, creating what is believed to be the most comprehensive and cost-competitive package in this market across a full size range of tubulars. Under the supply agreement, tubes from 400mm diameter upwards will be produced by both companies from plate manufactured by Tata Steel's plants in England and Scotland.

In addition to tubulars for jacket foundation structures, Tata Steel will also supply smaller sized tubes and sections suitable for all primary and secondary steel work within wind turbine fabrications. Deirdre Fox, Sales & Marketing Director for Energy & Power at Tata Steel, said: "The creation of a strong renewable energy industry is dependent upon delivering efficient, cost-effective supply chains.

"The investment in our new offshore processing centre is a key part of our drive to meet this challenge and offer the products and services the industry needs to meet the growing renewables requirement. "We are committed to establishing a significant presence as a supplier to the renewables sector as the drive in the EU to transform the energy supply scene gathers pace."

Joanne Leng, Deputy Chair of Energi Coast, the representative group for North East England's offshore renewables sector, said: "I am delighted that Tata Steel is investing in improving supply chains for offshore wind, as this in turn will undoubtedly lead to future business opportunities for other regional businesses. "It is also a further sign that the North East of England is well positioned to service the North Sea and European offshore wind farm developments for the future." Jacket foundation structures anchor wind turbines to the seabed with piles at the base of each leg. Jacket constructions are particularly suited to the development of offshore wind farms located in deeper waters.



The **MAMRY** in Rio Grande – Photo : Marcelo Vieira ©

Portuguese ports hit by strike action as workers protest against austerity cuts

Inchcape Shipping Services (ISS), the world's leading maritime services provider, is warning of a series of strikes at all Portuguese ports during the remainder of September as workers protest against the government's austerity measures. The strikes are expected to severely affect vessel movements in Portuguese ports.

The strike action follows the government's move to reduce port workers wages by seven per cent and cut two additional salary payments each year as part of its austerity package.

The strike action will comprise:

Pilots strike:

From 00:00 hrs 17/09/12 until 00:01 hrs 19/09/12

From 00:00 hrs 25/09/12 until 00:01 hrs 27/09/12

Stevedores strike:

From 00:00 hrs 19/09/12 until 08:00 hrs 21/09/12 (except Leixoes)

Stevedores are due to meet as from 08:00 hrs 21/09/12 to evaluate the strike

From 00:00 hrs 25/09/12 until 08:00 hrs 29/09/12

Port Administration workers:

From 00:00 hrs 21/09/12 until 00:01 hrs 22/09/12

From 00:00 hrs 24/09/12 until 00:01 hrs 25/09/12

Port Administration workers also stopped working overtime from 10/09/12 for an undisclosed period, but this has not affected port movements to date, except at Portimao, where port movements are being affected.

ISS Iberia will continue to monitor developments and keep clients advised accordingly. Further updates will be posted on the ISS website www.iss-shipping.com

OLDIE – FROM THE SHOEBOX



After a long lay-up at Yorkhill Quay, Glasgow, **ALBERTWILL** sets sail for the open sea on 29/2/1984 she is still being towed by the ill-fated **FLYING PHANTOM** as she approaches the Erskine Bridge over the River Clyde. –

Photo : Iain Forsyth ©

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.... PHOTO OF THE DAY



The tug **En Avant 10** arrived late on Saturday towing the floating sheerlegs **Taklift 7** to do a lift at the old Swans yard. The lift was a carousel to be lifted onto the vessel **Aura** which had arrived from Finland on Friday. The **Aura** is going to be used on windfarm work. After the lift the tug and sheerlegs sailed for Rotterdam.

Photo : Kevin Blair ©