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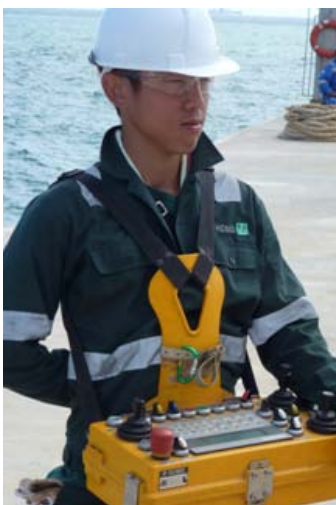


**The TAT HONG multicat 19-08 ANGIE ready for the launch yesterday morning in Batam**  
**Photo : Piet Sinke ©**

## EVENTS, INCIDENTS & OPERATIONS

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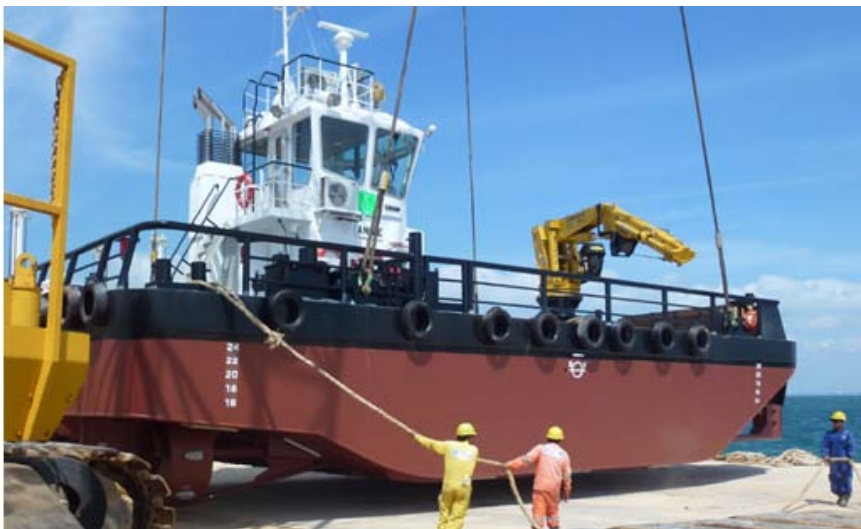
At the **PT Worldwide SEA yard** at Batam (Indonesia) yesterday morning, the **TAT HONG** in-house built **Damen** designed **multicat- 1908** **ANGIE** was launched into her element, the **ANGIE** was transported by multi wheeler from the building area to the waterfront where two **TAT Hong** cranes lifted the multicat in a tandem lift from the multiwheeler and







The 18.9 mtr long and 8 mtr with **ANGIE** is powered by 2 Caterpillar engines of 600 BHP each



From left to right TATHONG's **Shaharan, Hermanto** and **Joop Wardenier** observing the launching operation yesterday.



at the bow a **HEILA HLM 80-35** hydraulic crane with a capacity of 6,4 ton at 10-18 mtr is installed.








The **ANGIE** will be fitted out / completed the coming days after which the seatrials and bollard pull will be executed from which more photos can be expected in the shipping newsclippings

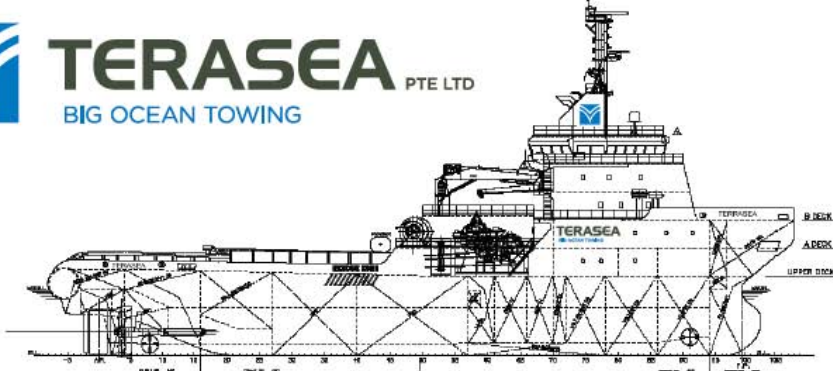


The **PT WWSEA / TAT HONG** tug **PELICAN** towed the **ANGIE** to the outfitting quay after the launch  
- All photos : Piet Sinke ©





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The LNG tanker **BU SAMRA** eastbound in the Singapore Straits yesterday morning – **photo : Piet Sinke ©**



# Shippers renew low-sulphur fuel pact

Firms agree to continue using greener diesel while berthed here to ease air pollution but say it could all end if there is no mandatory regulation

By : Keith Wallis

A raft of shipping companies have extended, for another year, their voluntary scheme to use low-sulphur fuel to reduce air pollution from ship emissions while berthed in Hong Kong. But they warned they could end the initiative, called the Fair Winds Charter, if "there is no substantial progress towards mandatory regulation by December 31, 2013".

The firms, who are members of the [Hong Kong Liner Shipping Association \(HKLSA\)](#) or the [Hong Kong Shipowners' Association \(HKSOA\)](#), also urged the government to improve and simplify the incentive scheme launched by the Environmental Protection Department in September. Nearly 570 ships have been registered for the scheme, which gives a 50 per cent reduction in port- and navigation-related charges for oceangoing ships using low-sulphur diesel.

Tim Smith, chairman of the HKLSA, said the incentive scheme covered only part of the extra cost of using the more expensive cleaner low-sulphur fuel.

He said the actual proportion varied among shipping companies but for Maersk Line, where Smith is chief executive for north Asia, the cost was between US\$1.5 million and US\$2 million. Smith, speaking at yesterday's event extending the charter, said more help "would be better".

Christine Loh Kung-wai, undersecretary for the environment, said legislation requiring oceangoing ships to use low-sulphur fuel was expected to be lodged with the Legislative Council after the summer recess. Loh hoped it could be approved by Legco "sooner rather than later".

Secretary for the Environment Wong Kam-sing said mandatory fuel switching at berth was the government's "near-term target", while an internationally recognised emission-control area covering the whole Pearl River Delta "is a long-term goal". This would be similar to control areas in North America and Europe.

Loh said preliminary discussions with officials in Guangdong and the Ministry of Transport in Beijing to create the emission-control area had begun and they were "aware of what we would like to do".

The Civic Exchange think tank says marine sources of sulphur dioxide account for 519 premature deaths a year in the Pearl River Delta, including 385 in Hong Kong. If all container lines calling at the city switch to the cleanest fuel available, sulphur dioxide emissions from shipping will drop 80 per cent.

Loh said some initial consultation with the shipping industry over mandatory use of low-sulphur fuel started on the day of the policy address. But the government was also aware that smaller firms, whose ships may not be able to use low-sulphur fuel or find it difficult to switch, were not members of either association.

The department would "in a matter of days engage with them" to get their feedback on the plans, Loh said. Arthur Bowring, HKSOA managing director, hoped shipping firms would discuss their difficulties with a compulsory fuel switch, adding that "outright objection is not an option". **Source : South China morning post**



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The **MENENDEZ TIDE** and **PRAVIT TIDE** operating in limbe (Cameroon) – Photo : [Jacco van Nieuwenhuijzen](#) ©

## Noble: SembMarine Jackup Incident Not Linked to Structural Defects

**Noble Corporation** confirmed late Thursday in an earnings conference call that the **Noble Regina Allen** (400' ILC jackup), which tilted during a jacking system test on Dec.3, 2012, is now securely berthed by **Jurong Shipyard**.

Noble Corp's Chairman and CEO David Williams noted that an investigation conducted by Jurong Shipyard and Friede & Goldman (F&G) shows that the legs, jacking system and hull suffered no structural damage.

"Data collected to date by the various investigation teams has ruled out structural or component defects, and teams are now concentrated on the jacking software control logic, electrical components relating to the jacking system, and the break holding capacity," Williams said in a statement. **Jurong Shipyard**, a subsidiary of Sembcorp Marine, is still working to isolate the exact cause and rectify the problem. Sembmarine confirmed on Jan.15 that the rig was successfully restored to its upright position, and that the rig is expected to exit the shipyard by the end of 3Q 2013.

Commenting on the health and safety aspect of the incident, Williams remarked that "thankfully, of more than 700 people aboard the rig, there were no serious injuries reported."

Singapore's Ministry of Manpower (MOM) Occupational Safety and Health Inspectorate confirmed that 89 workers were injured as a result of the incident. A stop-work order (SWO) imposed by the MOM, which covers all production works on the rig, is still in place.

After the incident, F&G instructed Chinese state-owned shipbuilder, **Dalian Shipbuilding Industry Offshore (DISC)**, to suspend the construction of jacking systems for **F&G JU-2000E rigs** for Prospector Offshore Drilling.

Prospector Offshore Drilling, incorporated in Luxembourg in 2010, is new to the drilling industry. It has six high-spec jackups under construction, four by DISC and two by **Shanghai Waigaoqiao (SWS)** with deliveries from 1Q 2013 to

1Q 2014. CIMB Research's analyst, Lim Siew Khee, noted in a report issued in late December that DISC and SWS were awarded these rig contracts due to attractive payment arrangements that required as little as one percent in deposits.

Source : rigzone



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The **PACIFIC SUN** in Rio Grande – photo : Marcelo Vieira ©

## Maersk Line Reaches 2020 CO2 Target

Maersk Line announced that it reached its 2020 target of reducing CO2 emissions by 25% from its benchmark 2007 levels.



The **MAERSK CHENNAI** in Cape Town – Photo : Ian Shiffmann ©



"We are proud to hit this mark 8 years ahead of schedule. It is confirmation we're on the right track. And to keep that momentum we're raising the target to a 40% reduction in CO2 by 2020," says Morten Engelstoft, Chief Operating Officer, Maersk Line.

"Maersk Line's focus on energy efficiency has made the company significantly more cost competitive. And by cutting our CO2 we've also lowered the CO2 emissions of our customers, thereby helping them meet their own CO2 targets," says Engelstoft. Benchmarking data makes it possible for all customers to compare their shipping suppliers based on CO2 performance. Maersk Line experts help customers implement such benchmarking schemes to make CO2 part of the buying decision.

"We see an increased environmental awareness among our customers, so when we improve our environmental performance, we also improve our customer relationships," Engelstoft says. It is estimated that shipping carries 90% of globally traded goods. While shipping is by far the most energy efficient way to transport cargo long distances, the contribution of CO2 to the atmosphere is 3-4% of the global annual total. "Maersk Line is an advocate for global regulation of CO2 for shipping. Cutting CO2 is a benefit for our business, not a threat to it," says Engelstoft. "We reached this target largely from a combination of operational efficiency, network and voyage optimisation, slow steaming and technical innovation. We will hit the 40% target with more of the same," he says.



The **SVENDBORG MAERSK** moored in Rotterdam – photo : Ivo Terpstra ©

"Other important factors will be the continued cooperation with our vessel leasing partners to retrofit their ships, and the arrival this year and next of the Triple-E vessels, which will be the largest and most energy efficient ships on the water." Source MarineLink

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## **NAVY NEWS**

### **Third locally made missile ship delivered**

The Defense Ministry accepted its third locally made KCR-40 fast missile boat on Friday, adding to the push to strengthen both the Indonesian Navy and local defense industries.

Defense Minister Purnomo Yusgiantoro officiated the ceremony for the **KRI Beladau-643** at Batu Ampar Port in Batam, Riau Islands. Also attending the ceremony were Indonesian Military (TNI) chief Adm. Agus Suhartono, Navy chief of staff Adm. Marsetyo, and vice president director of Bank Mandiri, Riswandi.

Purnomo said the Beladau was the third KCR-40 to enter the Navy's service after the **KRI Clurit-641** and **KRI Kujang-642**.

The three vessels were part of a series of acquisitions of 16 KCR-40s until 2014. A fourth vessel will be delivered in November while the remaining 12 KCR-40s will be delivered by 2014. Earlier this month, the ministry, which has a budget of Rp 81 trillion (US\$8.42 billion) this year, revised down its target to reach the required level of weapons

systems from three Strategic Plans (Renstra) to two five-year plans.

By procuring the KCR-40s at home, the ministry is maximizing local defense industries through requiring a transfer-of-technology with every purchase of a foreign weapons system.

Manufactured by **PT Palindo Marine Shipyard**, the KCR-40 will be equipped with Chinese made C-705 anti-ship missiles that have a range of some 150-kilometers. State aircraft maker PT Dirgantara Indonesia is expected to locally produce the C-705 missiles by 2017 or 2018. **Source : The Jakarta**



Post



Singapore flagged tug **Vos Apollo**, foreground, prepares for de-fueling operations near the grounded mine countermeasures ship **USS Guardian (MCM 5)** while a U.S. Navy small boat approaches with a salvage team. The U.S. Navy contracted Vos Apollo to assist with removing fuel from Guardian, which ran aground on the Tubbataha Reef in the Sulu Sea on Jan. 17. No fuel has leaked since the grounding and all of the approximately 15,000 gallons onboard Guardian was safely transferred to Vos Apollo during two days of controlled de-fueling operations on Jan. 24 and Jan. 25. The U.S. Navy continues to work in close cooperation with the Philippine Coast Guard and Navy to safely remove Guardian from the reef while minimizing environmental effects **Photo : US Navy /Released**

## US Navy puts ship maintenance, base repair work on hold



the Navy plans to cancel nearly all repairs at bases and maintenance on ships and planes for this fiscal year unless Congress agrees on a new budget. The Navy faces a \$4.6 billion shortfall for the year in its operation and maintenance account. Most piers, runways, buildings and other facilities will not be fixed or modernized through September and bases will receive less money for upkeep, Adm. Jonathan W. Greenert, the chief of naval operations, wrote in an email to all senior officers and executives on Thursday to answer questions about the impact of the fiscal situation.

Employees who were hired by the Navy on a temporary basis will be terminated and a civilian hiring freeze is in effect, which reduces the workforce by more than 3,000 people.

Greenert did not specifically address his plans to maintain submarines. A Navy official said it was unclear what effect the cost-saving measures will have on submarine maintenance, but it is something the Navy is evaluating.

Robert Hamilton, spokesman for Electric Boat, said Thursday the shipyard has not been notified of any cancellations at this point. Christopher Zendan, spokesman for the Naval Submarine Base in Groton, said he could not immediately say what the impact on the base would be.

Thirty surface ships will not be sent to the private shipyards for maintenance between April and September and all aircraft depot maintenance during that same period will be canceled, which affects about 250 planes.

The government is operating on a continuing resolution that funds spending at last year's levels and limits the Navy's ability to transfer funds between accounts to cover shortfalls. The continuing resolution expires March 27, and Congress could extend it for the rest of the fiscal year. The maintenance account will need to be cut by another \$4 billion if Congress does not act before March to avoid automatic spending cuts known as sequestration, Greenert said. If sequestration does occur, the Navy would reduce operations in the Middle East and Pacific and stop certain training and exercises for assets that aren't deployed, which ultimately will prevent Carrier Strike Groups and Amphibious Readiness Groups from deploying, he said. The Navy would likely not have trained replacements for deployed units in fiscal year 2014, he added.

Greenert said reductions have to be made - starting now - so the Navy can pay for ongoing deployments and other activities critical to the mission. The budgets for information technology and travel were also cut.

"These steps come at a price," Greenert wrote. "Much like putting off an oil change because you can't afford the \$20 service, we save in the short-term but shorten the car's life and add to the backlog of work for later." The reductions are reversible, Greenert said, and will continue until a spending bill is passed or Congress allows the Navy to reprogram money. Source : The Day, New London, Conn.



The Belgian MCM **M 916 BELLIS** outbound passing Maassluis enroute Zeebrugge Naval base – **Photo : Henk van der Heijden ©**

# Russia's nuclear-powered ballistic submarine: Yury Dolgoruky

**Yury Dolgoruky**, the "Long-Armed" (1099-1157), was a Russian prince from the Rurik dynasty, who founded Moscow. He reigned as Grand Prince of Kiev from 1149 to 1151 and again from 1155 to 1157. A statue in the Russian capital shows him sitting on his battle-horse, clad in armour, stretching his right arm far away from his body, to point at the distance, as if he wanted to say, "All of this land is mine, all mine."

Just like the long-armed prince laid the first stone of Moscow, so the nuclear-powered ballistic submarine, **Yury Dolgoruky**, was the first submarine of the **Borei class** for the Russian Navy, commissioned on the 10th of January 2013. It was designed by the Rubin Marine Engineering Bureau and built at the Sevmash shipyard in Severodvinsk.

In a video conference with Russia's Defence Minister, Sergei Shoigu, President Vladimir Putin said, "Today, the Russian naval ensign was hoisted on the nuclear submarine, Yury Dolgoruky, a nuclear submarine of the new generation."

The Russian President promised that "Vessels of this class will become a critical element of the naval component of Russia's strategic forces, a guarantee of global balance, the security of Russia and its allies."

President Vladimir Putin pointed out that "The modernization of the fleet is one of our top priorities as part of strengthening the Armed Forces. Over four trillion roubles have been allocated for the State Armament Programme until 2020."

Russian armament is going to be produced in Russia exclusively, except for some rare parts that need to be bought abroad. The President explained, "Sevmash will be the key company executing the orders. This legendary shipyard has already built over 120 nuclear-powered submarines for the Russian Navy."

At the end of his address, the Russian President thanked all the people involved and wished the crew success, "I would like to thank all those, who took part in the creation of the Yury Dolgoruky submarine, for their hard work. I wish the submarine's crew every success in their service for the benefit of Russia."

The **K-535 Yury Dolgoruky** has a length of 170 metres and its width is 13.5 metres, with a displacement of 14.700 tonnes, when surfaced, and of 24.000 tonnes, when submerged. It can travel at a speed of 15 knots, when surfaced, and 29 knots, when submerged. The crew comprises 107 men.

The Navy's Commander, Admiral Viktor Chirkov, explained the new submarine's assigned tasks to President Putin, "The **Yury Dolgoruky** will begin performing L1 tasks, followed by L2 tasks. We have allotted 60 days each for L1 and L2 tasks. After that, the nuclear-powered submarine will conduct deep-sea testing at a depth of 600 metres and torpedo firing from a great depth."

The Navy Commander also informed President Putin about the crew: "That will be followed by personnel training, using L3 tasks with the use of weapons. The Yury Dolgoruky will join the constant combat readiness forces. We expect that by the end of 2013, two crews will be fully trained. In January 2014, the submarine will become operational", he said.

Admiral Viktor Viktorovich Chirkov, born on the 8th of September 1959 in Alma-Ata, Kazakhstan, has been the Russian Navy's Commander-in-Chief since May 2012. He entered the Navy in 1979. Three years later, he graduated from the S.O. Makarov Higher Naval School in Vladivostok.

In 2000, he completed the Military Academy of the General Staff for the Armed Forces. In 2007, he was promoted to First Deputy Commander of the Baltic Fleet and became Fleet Commander in 2009.

Admiral Viktor Chirkov gave further details about the weapons on board of the submarine, "The weapons of the Yury Dolgoruky include 16 ballistic missiles, capable of striking targets at long range in accordance with design specifications. We also devoted a great deal of attention to torpedo armaments and the cruiser's ability of using long-range cruise missiles. Thus, the characteristics stipulated by the design bureau have been fulfilled."

The Russian Navy is witnessing a Renaissance, after years of neglect, when the former Soviet Union dissolved in 1991. "A ruler that has but an army, has one hand, but he who has a navy, has both hands," Tsar Peter the Great knew.

The origins of the Russian Navy date back as early as the 4th century, when East Slavs built flotillas of small, seaworthy ships, to fight against the Byzantine Empire. In the 9th century, the Kievan Rus owned flotillas comprising hundreds of ships of the types Ladya, Ushkuy, Kochi and Nosad.



In the 16th and 17th centuries, the Cossacks used sailboats and rowboats in their campaigns against the Ottoman Empire. Their ships, called strugs, transported 80 men each, and one flotilla consisted of 80 boats respectively.

Tsar Mikhail Feodorovich ordered the construction of Russia's first three-mast ship in 1636. Tsar Peter the Great created the regular Russian Navy, whose Admiralty was and still remains located in Saint Petersburg today.

In 1826, the Russians built their first armed steamboat, [Izhora](#). About half a century later, in 1877, Admiral Stepan Makarov designed the first Russian ice-breaker, Yermak, which was tested successfully in two Arctic expeditions, in 1899 and 1901.

During Soviet times, the Navy grew fast. It possessed large guided missile cruisers of the Kirov class and the [Slava](#) class. In the 1980s, the first aircraft carrier, Tbilisi, was commissioned. Later its name was changed to [Admiral Kuznetov](#).

Soviet submarines acquired fame as some of the world's best. The Soviet Navy possessed guided missile submarines of the Oscar class, ballistic missile submarines of the Delta class, and attack submarines of the Victor class and the Akula class. The world's largest submarines were the Soviet Navy's Typhoon class boats.

Today, the Russian Navy consists of the Northern Fleet, Baltic Fleet, Black Sea Fleet, Pacific Fleet and the Caspian Flotilla, furthermore the Naval Aviation and the Coastal Troops. The Russian Navy celebrates two special days each year, Submarines' Day on the 19th of March and Navy Day on the last Sunday in July.

In the 21st century, the Russian Navy is beginning to flex its muscles again, as plans were published that it intends to be present in all of the oceans around the entire globe on a permanent basis. Besides keeping the naval base in Tartous, Syria, the Russian Navy has the intention of reviving its former Soviet naval bases in Cuba and Vietnam.

President Vladimir Putin was very happy about the Yuri Dolgoruky's new commission, "This is a great event for the Navy. It confirms our commitment to modernize the Navy. The submarine Yuri Dolgoruky is a serious, powerful weapon that will guarantee the security of our country and enhance our defence capability."

In the spirit of Tsar Peter the Great, the Russian Government now has two hands, not just one, to grasp the good fortune which is waiting in the future.



The maiden arrival of the German corvet [F 262ERFURT](#) in a foreign port. The ship arrived last friday in the port of Antwerp, Belgium for the weekend. [Photo : Paul Struyf ©](#)

## SHIPYARD NEWS



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### Tanzania: Dar es Salaam Port to Pay for Lost Cargo

STARTING next month, the **Tanzania Ports Authority (TPA)** will compensate those who will lose their cargo at the Dar es Salaam Port.

The authority will use its own budget to pay back those who will lose cargoes at the port and later deduct the amount from allowances and salaries of those involved in the loss in one way or another. Transport Minister Dr Harrison Mwakyembe told the Parliamentary Committee on Infrastructure on Wednesday that efforts to address the port's problems, including taking the management to task, has paid dividends. Presenting his ministry's report before the committee, Dr Mwakyembe said that efficiency at the Dar es Salaam Port has improved.

It now takes only seven days instead of 21 to offload cargo. Dr Mwakyembe reported that such efficiency has led to transport ministers from Uganda, Rwanda and Burundi to express their interest in using the port. "DRC is ready to let bygones be bygones and build a win-win relationship after being satisfied with the steps taken by Tanzania to address the problems TPA and the Dar es Salaam Port have been facing," he explained.

Earlier in his report, Dr Mwakyembe noted that DRC lost 32 containers with khanga, vitenge and tinned milk, prompting the association of business people in DRC and the government, through their ambassador in Tanzania, to make known their intention to stop using the port.

He noted that 56.8 per cent of containers that disappear under mysterious circumstances at the Dar es Salaam port belong to DRC. "It was difficult to just sit by without working on DRC claims, given that largest consignments going through the port is from DRC, compared to ones passing through the Mombasa Port," the minister explained.

Giving the parliamentarians a breakdown of the cargo passing through Dar es Salaam compared to other ports, he said 54 per cent of cargo bound to Kivu in the DRC pass through Dar es Salaam Port, compared to 46 per cent in Mombasa. Fifty Two (52) per cent of Katanga-bound cargo passed through Dar es Salaam Port compared to 48 per cent passing through South Africa, Angola, Mozambique and Namibia.

He noted that losing DRC would have been a big blow to the nation's economy, especially at a time when neighbouring countries that were using the port, such as Uganda, Zambia and Malawi were largely using ports in Mombasa, Durban, Beira, Nacala, Maputo, Lobito and Walvis Bay.

"The Minister for Transport from DRC has been invited to visit the country for talks and also to visit the Dar es Salaam Port. The visit is aimed at assuring him that we have cleaned our house," he further noted. Dr Mwakyembe reported that government revenues have continued to grow since September last year from 28bn/- per month to 38bn/- and by December last year it had reached 50bn/- .

"The real picture will be more evident within the next three months, when we will have people working at the port working towards one direction," he explained. Cash transactions at the port have also been stopped, the minister explained, adding that all transactions will be conducted through banks. He said tough security measures have been taken, that have helped safeguard properties that would have otherwise been stolen.

Despite the good steps taken by the ministry, TPA still faces some challenges, including low capacity for the Dar port to accommodate big ships due to narrow and shallow jetty.

Last year, seven top officials at the TPA and Kurasini Oil Jetty (KOJ) were suspended pending investigations on several allegations including mismanagement, embezzlement and occasioning losses to the institution. Five of the suspended officials were later sacked and two whose allegations were not proved, were reinstated to their positions.

Those sacked included the TPA General Manager, Mr Ephraim Mgawe, and his two deputies, Mr Julius Mfuko and Hamadi Koshuma and Port Manager Mr Cassian Ng'amilo and the Oil Terminal Manager, Capt Tumaini Masaro. The two who were reinstated are KOJ Engineer, Mr Emmanuel Mataro and Jetty Master Capt Joseph Bwakabale. **source: allafrica**

## Radio Officers' Association



**The Radio Officer**, known to generations of seafarers as 'Sparks', was an integral part of life on board ships in the days before satellite communications rendered the job obsolete. **Guglielmo Marconi** - the first Radio Officer, was the originator of the wireless communication system.

On board ship, he or she had to operate the radio transmitter, direction finder, echo sounder and radar, and quickly repair anything that went wrong with this equipment.

Radio Officers, first went to sea in merchant ships in 1900 and for almost a century they provided a vital link between ship and shore. The Radio Officer became recognised as an indispensable part of ensuring the safety of life at sea following the Titanic disaster of 1912.

The Radio Officer continued to provide safety and commercial radio communications and radio, radar and electronic maintenance duties onboard merchant ships until late 1990's but the advent of satellite GMDSS (the automated Global Marine Distress and Safety System) ensured that the demise of the specialist officer for communication was inevitable.

Its main purpose is to ensure that the work, life and times of the Marine, Aeronautical, Coast Stations and Clandestine Radio Officer are not forgotten.

In slightly less than 100 years the marine Radio Officer came and went but during those times many thousands of men and women

enjoyed a challenging, enjoyable and truly unique profession. The Radio Officers' Association was formed in 1995 to ensure that these experiences are not forgotten.

This contribution to life at sea is being recorded for posterity and the association does so in an exemplary way. The Association publishes a quarterly **newsletter** called QSO, which generally comprise a booklet of information about past and forthcoming events, sea stories and memories together with details of current communication systems. It also includes an update of association documents, former Wireless College news, book reviews, letters to the editor and much more.

### Membership of the ROA is open to:-

Suitable qualified serving or former Radio Officers of the Merchant, Coast Station, Civil Aeronautical or Covert services.

Web site: [www.radioofficers.com](http://www.radioofficers.com)

E-Mail: [ei3er@galwayradio.com](mailto:ei3er@galwayradio.com)  
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Annual General Meeting: **Chelmsford 2013.**

We would like to make contact with former Merchant Navy Radio Officers.

We would appreciate, if you would kindly display the attached brochures on your staff and customer services notice board or pass the document to a former Merchant Navy colleague. Thank You.

**Tom Frawley and Colman J. Shaughnessy (former Marconi Radio Officers)**





The **MSC PALOMA** at the Westerscheldt River enroute Antwerp  
Photo : Sjaak Klaassen - Klaassen F&V Production

## BOEKBESPREKING

Door : Frank NEYTS

### “Noordzee. Nederlandse kustcultuur in woord en beeld”.

Recent verscheen bij Walburg Pers het mooie boek “**Noordzee. Nederlandse kustcultuur in woord en beeld**”. Het boek verscheen onder redactie van **Joost Schokkenbroek** en **Ron Brand**. De uitgave kwam er in samenwerking met de Stichting Maritiem Museum Rotterdam, de **Vereniging Vrienden van het Maritiem Museum Rotterdam**, de **Vereeniging Nederlandsch Historisch Scheepvaart Museum** en de **Stichting Het Scheepvaartmuseum Amsterdam**.

Van de Eemshaven in Groningen tot aan Het Zwin in Zeeuws-Vlaanderen telt Nederland ruim 450 kilometer Noordzeekust. Het landschap langs de kust is verrassend en veelsoortig. Het varieert van brede zandstranden, hoge duinen, kunstmatige zeeweringen en rivierdelta's tot havenmondingen. Net zo afwisselend zijn de activiteiten die mensen al eeuwenlang aan de kust ontplooiën. Boezemden de zee en de kust aanvankelijk angst in en waren het voornamelijk de werkterreinen van vissers, later trok de kust ook andere mensen aan en werd het naast een economische factor een belangrijke plek voor recreatie. Kustcultuur is het onderwerp van dit boek. Boeken waarin de kust en de cultuur – of aspecten daarvan – worden belicht, zijn niet nieuw. Nog niet eerder werd de kust echter benaderd vanuit het standpunt van de maritieme musea van Amsterdam en Rotterdam. De rijke collecties van beide musea vormen daarbij het uitgangspunt. Een interessant boek met bijdragen door deskundigen, stuk voor stuk specialist binnen hun vakgebied. “Noordzee” (ISBN 978-90-5730-869-7) telt 126 pagina's en werd als softback uitgegeven, en kost 24.95 euro. Aankopen kan via de boekhandel of rechtstreeks bij Uitgeversmaatschappij Walburg Pers, Postbus 4159, 7200BD Zutphen. Tel. +32(0)575.510522, Fax +31(0)575.542289. In België wordt het boek verdeeld door Agora Uitgeverscentrum, Aalst/Ermbodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: [info@agorabooks.com](mailto:info@agorabooks.com)

## ABS Releases New DP Systems Requirements

The **American Bureau of Shipping** on Friday announced that they have released the ABS Guide for Dynamic Positioning Systems as a significant update to present classification requirements to reflect industry advancements in the use of dynamic positioning (DP) systems.

"The use of DP systems has been expanded not only in terms of the number of vessels outfitted with the systems, but also in the increasing advancement of DP technologies," says Vice President, Energy Project Development, Ken Richardson, noting that the vast majority of newbuild floating mobile offshore drilling units will have DP capability.

"DP reliability is particularly important in frontier areas where deepwater drilling is reaching greater depths, and in challenging harsh-weather environments around the world," Richardson explains. "The new Guide provides standards for enhanced notations to guide clients in selecting the level of compliance for a vessel's DP capability, which broadens the notation choices, increasing the likelihood of getting a unit outfitted with the most appropriate system for each application." The new Enhanced System (EHS) notation encourages robust designs of DP systems by providing optional requirements. The multiple levels of EHS notation – for power, control and fire protection – provide owners with the flexibility to tailor the notation to the most important components of the system for the unit's intended operations. Because these newbuilds will work around the globe, the ABS Guide for Dynamic Positioning Systems offers an optional notation for Station-Keeping Performance (SKP). The notation allows owners to select equipment based on North Sea conditions or to select environmental criteria specific to the intended areas of operation. The DP Guide also includes detailed procedures for assessing available thrust, taking into account thruster interactions (thruster-thruster, thruster-hull, thruster-current), which is especially useful in the early stages of design.

In developing the new ABS Guide for Dynamic Positioning Systems, ABS drew, not only on its years of related experience with DP installations, but also on expertise from equipment manufacturers, owners, operators and industry experts. Part of that process included a workshop in Houston where more than 40 experts participated in a discussion about DP systems and what the industry needs. The results of this event steered the development efforts that produced the recently released Guide. "This truly collaborative approach to Guide development allows ABS to work with industry to provide guidance that facilitates continued safe operations as the industry's needs evolve," says ABS Vice President for Offshore Technology Bret Montaruli. "We understand that DP system reliability is vital to operational safety. And we developed the new Guide to address the diverse and growing needs of the industry with respect to DP systems." The ABS Guide for Dynamic Positioning Systems is available for download from the ABS website [HERE](#).

source : Gcaptain

## OLDIE – FROM THE SHOEBOX



The tug **MAASBANK** towing the steam powered tug **HOLMVIK** ( now named **FURIE** ) in 1975/76 from IJmuiden

Photo : Willem Koper ©

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



The **QUEEN ELIZABETH** and tug **INDUSBANK** moored in Bonaire – photo : Henk Ram ©