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A faint, blue-tinted background image of an offshore oil rig structure.


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The AAL DAMPIER arriving in Newcastle, Australia just over a week ago carrying a Shiploader. Photo : Austral Asia Line ©

Click on the photo above to see the photo in the original size or [HERE](#) for another photo of the arrival of the AAL DAMPIER

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EVENTS, INCIDENTS & OPERATIONS



Halifax Pilot guides the Bermuda registered **QUEEN MARY 2** out of Halifax as she sails for Quebec City.

Photo : René Serrao, Portuguese Cove, NS. ©

Grootste containerschip ter wereld in Antwerpse haven



Afgelopen weekend kwam de **Mary Maersk**, het derde schip in de Triple-E klasse, aan in de haven van Antwerpen. Tijdens de maiden voyage van **Mary Maersk** vanuit het Verre Oosten is Antwerpen de eerste Europese haven die het schip aandoet. De schepen van de Triple-E klasse zijn de grootste ter wereld en staan voor Economy of scale, Energy efficiency en Environmentally improved.

Photo : Paul Struif ©

Deze schepen kunnen 18.000 containers vervoeren tegen lagere kosten en brengen de CO2 uitstoot per container met 50% omlaag in vergelijking met het gemiddelde van de industrie. De **Mary Maersk** is

daarmee, samen met de andere Triple-E schepen, niet enkel het grootste maar ook het meest efficiënte en energiezuinige containerschip ter wereld.

De **Mary Maersk** legt de route Azië – Noord-Europa af, de drukste container handelsroute ter wereld. Na Antwerpen zal de **Mary Maersk** doorvaren naar Bremerhaven, Duitsland. In totaal heeft Mærsk Line twintig Triple-E schepen besteld. Het eerste schip, de **Mærsk Mc-Kinney Møller**, werd geleverd op 2 juli 2013 en het laatste schip wordt in de zomer van 2015 verwacht. Met deze schepen speelt Maersk Line in op de groeiende goederenstroom uit Azië en de verduurzaming van de scheepvaartindustrie.

Economy of Scale & Energy Efficiency

Dankzij een bredere bolster en rondere boeg kan de Triple-E maar liefst 18.000 TEU containers accommoderen. Dat zijn 2.500 containers meer dan het voormalige grootste schip van Maersk, de E-klasse **Emma Maersk**. Hoewel de Triple-E schepen slechts enkele meters langer en breder zijn, bieden zij 16 procent meer capaciteit dan de **Emma Maersk**. Niettemin is de **Mary Maersk** een zeer energiezuinig schip. De toegenomen capaciteit van deze schepen stelt Maersk Line in staat om het grootste aantal containers te vervoeren op de meest efficiënte manier en met de minst mogelijke CO2 uitstoot; bijna zestien keer minder dan een vrachtwagen. In combinatie met een energiebesparend aandrijvingssysteem is de grootte van de Triple-E een belangrijke factor in de industrie.



Photo : Willy Ysewijn ©

Environmentally-improved

Maersk Line heeft met de Triple-E het zogenaamd onmogelijke bereikt: meer goederen dan ooit over de wereld vervoeren op een milieuvriendelijkere manier. Dit is niet enkel te danken aan de vermindering van de CO2 uitstoot, maar ook aan de nieuwe standaarden die Maersk Line zet voor het recyclen van het schip zelf. Zo ontwikkelde Maersk Line een innovatief en uitvoerig documentatie systeem – het Cradle to Cradle Paspoort – waarmee onderdelen en materialen die gebruikt zijn voor de bouw van het schip optimaal hergebruikt kunnen worden.

P3

Lode Dheedene, Managing Director Maersk Line België en Luxemburg: “Maersk Line is over de laatste jaren de snelst groeiende klant geworden van de Haven van Antwerpen. In de tweede helft van dit jaar worden, samen met de P3-partners, de afvaartmogelijkheden van Maersk Line nogmaals merkkelijk uitgebreid. Er worden 4 aanlopen per week voorzien op de Verre Oosten trade (momenteel 1 wekelijkse dienst) en 3 aanlopen per week op de Transatlantic (USA) (momenteel 1 wekelijkse dienst). Ook in Zeebrugge wordt het aanbod op de Verre Oosten trade verdubbeld van 1 naar 2 afvaarten per week”.

P3 Disclaimer: Of de P3 samenwerkingsovereenkomst zal worden uitgevoerd, hangt onder andere af van de wettelijke goedkeuringen en toezeggingen die de P3 partijen noodzakelijk achten te zullen ontvangen. Om deze reden is alle communicatie omtrent P3 onder voorbehoud van veranderingen.

Facts Mary Maersk

- ☐ Capaciteit: 18.000 containers (TEU-container 6 x 2,5 x 2,5 m)
- ☐ Snelheid: Max. 23 knopen (43 km/u), gemiddeld 16 knopen (30 km/h)
- ☐ Bemanning: 22 maximaal, 13 minimaal
- ☐ Dimensies: 400 meter lang, 59 meter breed, 73 meter hoog, 19 levels (9 bovendeks, 10 onderdeks)
- ☐ Gewicht: 55.000 ton zonder ballast, 192.800 ton met ballast

Figures Mary Maersk

- ☐ Langer dan vier voetbalvelden
- ☐ Zwaarder dan 55 kernonderzeeërs
- ☐ Gemaakt uit 60.000 ton staal. Dit is even veel staal als 8,4 Eiffeltorens en genoeg staal om 185.489 Harley Davidson Fat Boy motorfietsen te maken.
- ☐ Als alle 18.000 containers op elkaar gestapeld zouden worden, zouden ze de stratosfeer bereiken
- ☐ Als alle 18.000 20TEU containers naast elkaar zouden gezet worden, zou er een weg van 110 km lang nodig zijn.

Wat past er in een Triple-E schip?

- ☐ Meer dan 9,2 miljard luciferdoosjes – zo'n 120 lucifer doosjes per persoon in de wereld
- ☐ Meer dan 2,2 miljoen fietsen – genoeg om de hele bevolking van Slovenië coureur te laten worden
- ☐ Meer dan 1,4 miljard spaarlampen – voldoende om alle Deense huizen gedurende 220 jaar van licht te voorzien
- ☐ Meer dan 69 miljoen sneakers – genoeg om iedereen in Frankrijk te laten joggen
- ☐ Meer dan 345 miljoen flesjes frisdrank – genoeg om iedereen in de Verenigde Staten van een flesje te voorzien



The **BOURBON CALM** operating alongside **LANCELOT** for cargo ops. with in the back ground **BOURBON JADE** doing ROV support work **Photo : Capt. Peter Lankester - Master DP3 AWB Lancelot ©**



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Carnival cruise-ship worker dies in accident at port in New Orleans on Sunday

A crew member working on the outside of the **Carnival Conquest** cruise ship at port in New Orleans died Sunday in an accident with a man lift, which is a piece of equipment that raises workers up the exterior of ships. "There was an accident where he was on that, and he was crushed," said Matt Gresham, spokesman for the Port of New Orleans. A statement from Carnival Cruise Lines said the crew member was performing maintenance work when he became wedged between the cherry picker device and a platform holding a lifeboat.



File photo of the **CARNIVAL CONQUEST** – Photo : Rinco Hollemans ©

The accident took place about 10 a.m., Gresham said. He said the Harbor Police and New Orleans Police Department responded to the accident. Carnival issued this statement:

"Earlier today, while a crew member from the **Carnival Conquest** was elevated in a cherry picker performing maintenance work on the side of the vessel, he became wedged between the cherry picker and a platform holding one of the ship's lifeboats. The ship's medical team responded, along with local paramedics, but, tragically, the crew member died. The ship was docked in its home port of New Orleans at the time. "We extend our deepest sympathies and heartfelt condolences to our crew member's family and loved ones in the wake of this terrible tragedy. Everyone in the Carnival family is heartbroken." The identity of the victim was not immediately available.

Source : NOLA



Braveheart Shipping's **FREEDOM** operating in the Caspian Sea – Photo : Jacob Kiewiet ©

Iran 27th fleet foils pirate attack on gas carrier

The Islamic Republic's naval forces have foiled a pirate attack on the Iranian gas carrier, *Bootanon*, in the Bab-el-Mandeb Strait, a commander says. "Iranian gas carrier, *Bootanon*, was crossing the Bab-el-Mandeb Strait when it was attacked by eight pirate boats at the mouth of the Strait," Iranian Navy's Deputy Commander for Operations Admiral Siavash Jareh said on Sunday.

Jareh added that the country's 27th naval fleet, however, responded in a timely and rapid manner and succeeded to rescue the LPG ship after a several-hour clash with the pirates.

The Iranian commander said the gas carrier did not sustain any damages and continued on its journey under the escort of the naval fleet. "The fleet, comprised of the Sabalan destroyer and Kharg, has been dispatched to free waters to provide security for the trade and shipping lines and for conducting patrols in the north of the Indian Ocean from the Gulf of Aden to the Red Sea," Jareh said.

He added that the 27th fleet has engaged five times with pirates and fended off their attacks every time. On October 6, Jareh said that the 27th fleet has rescued an oil tanker from pirate attack in the Gulf of Aden. In recent years, Iran Navy has been increasing its presence in international waters to protect naval routes and provide security for merchant vessels and tankers. In line with the international efforts to combat piracy, the Iranian Navy has been also conducting anti-piracy patrols in the Gulf of Aden since November 2008 to safeguard the vessels involved in maritime trade, especially the ships and oil tankers owned or leased by Iran.

The Gulf of Aden, which links the Indian Ocean with the Suez Canal and the Mediterranean Sea, is one of the world's busiest shipping lanes. Despite international patrols, Somali pirates have hijacked dozens of ships in recent years and have taken in tens of millions of dollars in ransom. Source: FNA



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Ukrainian frigate UPS Hetman Sagaidachnyi saves merchant ship Captain

On Tuesday the Ukrainian frigate *UPS Hetman Sagaidachnyi*, currently participating in NATO's Counter-Piracy Operation OCEAN SHIELD assisted the Panama-flagged cargo ship *MV BARWAAGO*, following a possible heart attack of her Captain.

While patrolling in the International Recommended Transit Corridor (IRTC) in the Gulf of Aden, *UPS HETMAN SAGAI DACHNYI* received a distress call from *MV BARWAAGO* asking for medical assistance. *UPS Hetman Sagaidachnyi*, 23 nautical miles away, reacted swiftly and reached the vessel within an hour. A medical team was sent on board to provide urgent medical assistance to the ship's Captain. After providing medical care it was assessed the patient was in a stable condition and did not require an evacuation.

"Contemporary Naval Forces shouldn't be a tool used only for military purposes. Our mission is wider: We have to provide security and stability through all available means. In this case it meant providing urgent medical assistance to a merchant vessel and this proves that at all times we must be ready to act and help seafarers in any possible situation, even though it is not directly linked to our counter-piracy mission", said Rear Admiral Andrii Tarasov, Commander of the Ukrainian Contingent. "I am proud of «*Sagaidachnyi* 's» prompt response to the distress call. They displayed excellent seamanship in assisting a fellow sailor in need, and have proved their good skills, not only in

the field of counter-piracy operations, but also in providing medical assistance to those in need.” Commander of NATO’s Counter-Piracy Task Force 508 (CTF-508), **Commodore Henning Amundsen** said. Source: NATO Maritime Command

Australian navy ship captures Somali pirates



The **HMAS Melbourne** has scuttled two pirate boats and captured nine suspected Somali pirates as part of a multinational taskforce attack on rogue sea operators. A Seahawk helicopter traced the skiffs and guided the Royal Australian Navy warship to them, 500 nautical miles from the Somali coast, a statement from the Combined Maritime Forces counter-piracy taskforce has said. Armed navy personnel boarded and searched the skiffs, arresting nine men and later destroying the skiffs and their equipment.

The taskforce hunted down the suspected pirates after they allegedly attacked and exchanged gunfire with the super-tanker **Island Splendor** on Friday. They are believed to have attacked a Spanish fishing vessel three days later.

“It is clear that there are still pirates out there determined to generate income from taking merchant ships hostage,” said Commander Brian Schlegel, **HMAS Melbourne's** commanding

officer. “Mariners have been served a timely reminder of the perils of transiting the Somali coastline,” he said.



The Royal Fleet Auxiliary **Fort Victoria** co-ordinated the attack, with support ships including South Korean destroyer **ROKS Wang Geon**, European Union flagship **HNLMS Johan de Witt**, and a Seychelles-based maritime patrol aircraft from Luxembourg. The Combined Maritime Forces are a multinational naval partnership of 29 nations. They cover about 6.5 million square kilometres of international waters, encompassing some of the world’s most important shipping lanes. Source : smh.com.au

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It's been a busy time for **Barge Master** and **Barge Master** would like to share our latest excitement with you. Over the last couple of months they have signed a contract with **Niestern Sander** and have received a Letter Of Award from **Boskalis Offshore**. Furthermore, **Barge Master** have noticed a great deal of interest in their new product, the T40, capable of compensating

Clock ticking on Maine-Nova Scotia ferry service for 2014



The Maine operator says he's 'confident' service will begin in May, but with the time to book tours elapsing, some are skeptical.

The prospective operator of a ferry service between Portland and Yarmouth, Nova Scotia, must finalize needed agreements within the next few weeks or it will miss its chance to market the ferry to tour operators for 2014.

Left the **NOVA STAR** (ex **NORMAN LEADER**) moored in Singapore –
Photo : Piet Sinke ©

Time has already run out for many companies that are booking tours to Nova Scotia and Maine next summer because they need six to eight months to sell the tours, said Donna Hanson, vice president of The

Maine Tour Connection in South Portland, which specializes in tours of New England and eastern Canada.

"I can't sell what I haven't seen, and I can't sell what I don't have pricing for," said Hanson, whose company sells tour packages to tour companies around the country. Those companies resell the packages to small groups that want bus tours of Maine and Nova Scotia. Tour bus passengers accounted for much of the business of the previous ferries that operated between Portland and Yarmouth, and would be critical to the success of the new service.

Nova Scotia's government chose a joint venture company last month to operate the ferry service and receive a \$21 million subsidy over seven years, but there is growing uncertainty in Nova Scotia and Maine about whether the company will deliver. The prospective ferry operator, a joint venture called STM Quest, involves Quest Navigation Inc. of Maine and Singapore Technologies Marine, which owns the **Nova Star**, (ex **Norman Leader**) the ship due to be used for the service, though it is now in Singapore. On Wednesday, Nova Scotia's incoming Premier Stephen McNeil, whose Liberal Party was swept into power in elections Oct. 8, said he was surprised to learn after the election that the province had no final agreement for ferry service. Before the election, McNeil said, he believed that an agreement was in hand because of statements made by the previous government in early September. McNeil's comments led Mark Amundsen, an Eliot resident who is president and CEO of Quest Navigation, to issue a written statement Thursday saying that officials from his company have been meeting regularly with Nova Scotia officials to finalize the necessary agreements.

He said his company has also been meeting with tourism agencies and community leaders in Nova Scotia and New England. "We remain committed and confident that we will start the service in May 2014," Amundsen said.

Amundsen has declined press interviews in recent months and has not authorized anyone to speak on the company's behalf. The company has yet to establish an office. On Sept. 5, Nova Scotia's government issued a news release saying it had reached an agreement with STM Quest to operate a cruise ferry between Yarmouth, Nova Scotia, and Portland. Of the \$21 million subsidy, \$10.5 million would go toward startup costs, with \$1.5 million each year for marketing over the seven years, according to the deal.

STM Quest must produce a finalized joint-venture agreement between ST Marine and Quest Navigation and obtain all required licenses and permits. STM Quest has yet to be awarded any money for startup costs. Tina Thibeau, a spokeswoman for Nova Scotia's government, said Thursday in an email that STM Quest is now working to finalize those details. "There are a number of things that need to fall in place for the ferry service to start in May 2014, including upgrades to the ferry terminal and border services in both ports," she said. "The company, province and other partners are working towards a May 2014 start date for the new service."

Adrienne Bennett, spokeswoman for Gov. Paul LePage, said the Maine Port Authority and the city of Portland are working with Quest Navigation to get the ferry service started. They are discussing marketing efforts, needs for additional infrastructure, and collaboration with Customs and Border Patrol. According to the agreement announced on Sept. 5, the ferry would operate daily from May 1 to Oct. 31, leaving Yarmouth at 9 a.m. and arriving in Portland at 5 p.m. The return trip would leave Portland at 8 p.m. and arrive in Yarmouth at 7 a.m.

STM Quest, which has yet to announce prices, is rapidly running out of time if it wants to attract tour buses next summer. Over the next few weeks, tour companies will print brochures that will be mailed to their customers. The companies are enthusiastic about the planned ferry service but need details about it, such as the sailing schedule, pricing and on-board food service, said Don Haggett, sales director for Lafayette Hotels, which owns 22 hotels in Maine,

Haggett said he has been sending emails about the ferry service to more than 80 tour bus operators. The only details he has now is that the ferry would leave Portland in the evening and Yarmouth in the morning. He said STM Quest must have a final agreement within the next eight weeks or it will lose out on the 2014 season for tour groups. "Everybody just now is really waiting," he said. Scott Riccio, owner of Northeast Charter and Tour Co. in Lewiston, said he believes the ferry service will start up in May as promised. "We have to be cautiously optimistic and hopeful that our leaders in government on both sides of the border will make it happen," he said. **Source : Press Herald**

Dutch Tall Ships win Tall Ships Regatta Sydney - Auckland

1st and 2nd Place for Dutch Tall Ships '**Europa**' and '**Tecla**' in Race to Auckland, NZ . The three Dutch Tall Ships '**Tecla**', bark '**Europa**' and '**Oosterschelde**' are sailing around the world, wandering the oceans and following the old trade routes of historic times. Right now the ships have just finished the Tall Ships Race from Sydney, Australia to Auckland, New Zealand. Line honours and first place are for the Dutch Tall Ship Bark '**Europa**', '**Tecla**' finished second. **Well Done Dutchies!**



Photo : Captain Eric Kesteloo ©

Race control this is Europa

Race control, race control, race control this is **Europa**, At 08:30:05UTC on October 17th, Europa crossed the finish line at Nukutaunga Lt in position 34 55.3S 174 00.3E. No other ships ahead and **Tecla** approx. 31 miles behind. Captain **Eric Kesteloo**.

Fierce Battle

During the first half of the Race the three ships held on to the first, second and third position. However the rough weather that followed resulted in two torn sails for the

'**Oosterschelde**'. Later she unfortunately had to pull out of the competition because of a lack of wind. There was a fierce battle going on between all the participating ships. The weather changes meant busy times for all crew anticipating to the new situation and adapting the rig with sails to get the most out of the ship in the new setting! Bark 'Europa' finished 1st and 'Tecla' 2nd before 'Spirit of New Zealand' on 3rd. Competing with several local ships the crews of the Dutch Tall Ships can be very proud of this result.

Cape Horn

This Regatta is part of the Dutch Tall Ships world voyage and marks the end of the ships visit to Australia and New Zealand. Once in Auckland all three ships will prepare for a long ocean voyage passing Cape Horn. 5400 miles with only water and 1 famous Rock! This will be a long voyage through the South Pacific in the best maritime tradition. Without using the engine during the last 3000 Miles of the voyage, we sail from 50 degrees South in the Pacific, to 50 degrees South in the South Atlantic, around Cape Horn.



Remains of winches used during the whaling times at South Georgia – Photo : François Kwekkeboom ©

To Antarctica

After what definitely will be a thrilling voyage around the Horn, sails are set for the trip to Antarctica. Both '**Oosterschelde**' and Bark '**Europa**' still have bunks available on this remarkable voyage to the White Continent. With many sailing days planned this is the perfect combination of visiting the Antarctic region and at the same time enjoying life at sea. Visiting South Georgia and the Antarctic Peninsula you will be able to meet the wild life and enjoy stunning landscapes. All landings will be introduced and accompanied by experienced guides.

En route to warmer regions

'**Tecla**' will be setting sail to the East coast of South America. Heading for Buenos Aires the temperature will rise and rise until a comfortable 30 degrees Celsius. '**Tecla**' will be on her way to the Brazilian Carnival and sail from Buenos Aires to Santos, Brazil. Hopping along the coast, this voyage will be a tropical experience!

Join the Dutch Tall Ships and be part of the worlds sailing history! Please contact info@dutchtallships.com for more details.



Last Monday saw the **Boulderstone** large "A" frame crane barge remove the last caisson from the former 3 Darling Harbour. The entire Darling Harbour site is now known as Barangaroo and is in the process of being restored to its original waterfront foreshore and huge Residential/Commercial area. With the wharf face now gone the 3 Darling Harbour area will become a park at Millers Point. **Photo : Ian Edwards ©**



CASUALTY REPORTING

Foreign crane ship, aground at Vung Tau, bursts into flames

Global Wealth a crane ship from Vanuatu weighing 25,000 tons with a lifting capacity of 5,000 tons, caught fire on Front Beach of Vung Tau City on Sunday. It ran aground in this location over three years ago. The fire broke out at 5:30 pm and spread rapidly on the ship, which was carrying 80 acetylene cylinders and 9,000 liters of diesel, reported Vung Tau Port Authority.



The ship, which is nearly 200 meters long and 50 meters



wide, ran aground on Front Beach in Vung Tau in July 2010, the agency said.

At the time of the fire, there were 31 people on the ship, including three Vietnamese, 12 Burmese, 13 Thais, and three Hong Kong technical specialists, said Senior Lieutenant Colonel Nguyen Nhuan Quynh, commander of border guards in Ba Ria-Vung Tau Province. After learning of the incident, the Vietnam Maritime Search and Rescue Coordination Center for Zone 3 sent a rescue boat, **SAR 413**, to the scene to help extinguish the fire.



Concerned agencies sent powerboats to the ship to take all the crewmembers ashore safely and remove 3,000 liters of diesel and about 30 acetylene cylinders from the ship. However, firefighters and rescuers said they found it hard to access the ship due to powerful waves and strong winds.

At 8 pm firefighters left the boat, fearing it might explode, and at 10 pm, the provincial government sent three more boats to the scene to extinguish the flames. It is believed that the fire was caused by the recklessness of workers who used acetylene from cylinders to weld on the ship.

At 10:30 yesterday night, the fire was not yet extinguished and efforts to put it out continued, said Le van Thuc, deputy director of Vung Tau Port Authority.

On July 15, 2010, the anchor rope of the ship broke when the vessel was docked off Can Gio District, Ho Chi Minh City. The ship then drifted all the way to Vung Tau where it ran aground days later. In March 2013, provincial authorities fined the ship's owner VND15 million (US\$720) for failing to remove the ship from the beach. **Source : tuoitrenews.vn**

Zeldenrust refloated by Mammoet Salvage

A **Mammoet Salvage team** refloated the grounded fishingvessel "**Zeldenrust**" on Oct 22nd PM and the **Zeldenrust** was towed later to the **Mammoet** premises in Schiedam.

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An **F/A-18E Super Hornet** from the Royal Maces of Strike Fighter Squadron (VFA) 27 launches from the aircraft carrier **USS George Washington (CVN 73)** during night flight operations. **George Washington** and its embarked air wing, Carrier Air Wing (CVW) 5, provide a combat-ready force that protects the collective maritime interest of the U.S. and its allies and partners in the Indo-Asia-Pacific region. (Photo : US Navy)

India may finalize deal to lease second nuclear submarine from Russia during PM's visit

Faced with a depleting fleet of submarines, India is expected to acquire on lease a nuclear submarine from Russia, a deal for which may be finalized during Prime Minister Manmohan Singh's visit there starting on Sunday. The move to acquire the second nuclear submarine from Russia comes two months after the Navy's frontline Russian-origin Kilo Class **INS Sindhurakshak** submarine sank at the Mumbai harbour after an explosion suspected to have occurred in its torpedo section. A proposal in this regard was approved by the Cabinet Committee on Security headed by the Prime Minister in its recent meeting. The deal is expected to cost India more than Rs 6,000 crore, highly-placed government sources told PTI. The Indian Navy is already operating one Akula II Class nuclear submarine — **Nerpa**. The over 8,000-tonne warship was inducted in April last year at the Visakhapatnam-based Eastern Naval Command and renamed '**INS Chakra**'. Under the project, India is planning to finance the construction of an old Akula Class submarine '**Irbis**' in Russia, which could not be completed during the 1990s due to the lack of funds after the break up of the erstwhile USSR. The two countries have been holding negotiations in this regard for quite some time and they were concluded recently. The construction of the submarine is expected to take at least three to four years.

India's submarine fleet, which is getting old, suffered a huge blow after the sinking of the [INS Sindhurakshak](#) at the Mumbai harbour, killing all the 18 people on-board. [Source Indiatimes](#)

New Navy ship ready to sail

After embarrassing troubles with its latest class of surface warships, the Navy is hoping for a winner from a new destroyer that's ready to go into the water.



So far, construction of the first-in-class [Zumwalt](#), the largest U.S. Navy destroyer ever built, is on time and on budget, something that's a rarity in new defense programs, officials said. And the Navy believes the ship's big gun, stealthy silhouette and advanced features will make it a formidable package. The christening of the ship bearing the name of the late Adm. Elmo "Bud" Zumwalt was canceled a week ago because of the federal government shutdown. Without fanfare, the big ship will be moved to

dry dock and floated in the coming days.

Meanwhile, the public christening ceremony featuring Zumwalt's two daughters will be rescheduled for the spring.

Adm. Zumwalt served in destroyers during World War II and was awarded a Bronze Star for valor at the Battle of Leyte Gulf. As the nation's youngest chief naval operations, appointed at age 49 by President Richard Nixon, he fought to end racial discrimination and allowed women to serve on ships for the first time.

Like its namesake, the ship is innovative.

It is so big that Bath Iron Works, a General Dynamics subsidiary, built a 106-foot-tall, \$40 million "Ultra Hall" to accommodate its large hull segments. The ship is 100 feet longer than the existing class of destroyers.

It features an unusual wave-piercing hull, electric drive propulsion, advanced sonar and guided missiles and a new gun that fires rocket-propelled warheads as far as 100 miles. Unlike warships with towering radar- and antenna-laden superstructures, the Zumwalt will ride low to the water to minimize its radar signature, making it stealthier than others. Originally envisioned for shore bombardment, the ship's size and power plant that can produce 78 megawatts of electricity — enough to power 78,000 homes — make it a potential platform for futuristic weapons like the electromagnetic rail gun, which uses a magnetic field and electric current to fire a projectile at seven times the speed of sound. There are so many computers and so much automation that it'll need fewer sailors, operating with a crew of 158, nearly half the complement aboard the current generation of destroyers.

"The concept of the Zumwalt is sort of a bridge between the traditions of the past and the new world of networked warfare and precision guided munitions," said Loren Thompson, defense analyst





at the Lexington Institute. "It's not so much a radical concept as it is an attempt to pull off a full range of missions with a ship that has one foot in the present and one foot in the future."

The Navy once envisioned building more than 20 of the ships. But the ship has so many sophisticated features and its cost grew so high that senior Navy officials tried to kill the program. Instead, it was truncated to just three ships, the first being Zumwalt. The **Zumwalt** will cost more than \$3.5 billion — about three times that of current destroyers — but the program has not been beset by big cost overruns or delays, officials said. The fact that construction has gone smoothly is a relief for the Navy, which has dealt with embarrassing troubles on its new class of speedy warship, dubbed the "littoral combat ship." Those smaller ships, designed to operate close to shore in littoral waters, have been plagued by escalating costs, production delays and mechanical problems. Mission modules that give them the flexibility to perform roles including anti-submarine warfare and minesweeping are not ready, even though the first ships have been commissioned. "That ship is a total disaster," said Norman Polmar, a naval historian, analyst and author.

Against that backdrop, shipbuilders at **Bath Iron Works** have been toiling away on the **Zumwalt**, the first entirely new ship built on the banks of the Kennebec River since the original **Arleigh Burke** was christened more than 20 years ago. Dan Dowling, president of Local S6, which represents 3,200 shipbuilders, said it's been a challenging project with a new hull design, composite materials and new technology. "It is a radical departure from what we've known. Whether the Navy is satisfied

with the design of the ship is up to them. We can only build what they asked for," he said, adding, "I hope they'll be pleased with it. We'd like to build as many of them as we can." **Source : The Associated Press / Charleston daily Mail**

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Int'l naval defense exhibition to kick off in S. Korea

An international naval defense industry exhibition will be held in the southeastern port city of Budan this week to showcase the latest naval weapon systems and warships, organizers said Monday.

The biennial International Naval & Defense Industry Exhibition will be held at BEXCO in the southern port city of Busan from Tuesday to Friday, bringing together some 1,590 companies from 55 nations with 2,420 promotional booths for maritime products and weapon systems, the Navy said.

During the four-day event, South Korea will showcase long-range anti-submarine torpedoes, heavyweight torpedoes, unmanned submarines and landmines removal robots to military officials and foreign buyers, it said.

Visitors will be able to have the real-ship experience through simulators of Aegis destroyers, amphibious assault ships and submarines in the venue.

On Wednesday, the Navy will carry out maritime maneuvers in the southern coast to present South Korea's latest warships equipped with anti-ship and anti-aircraft missiles as well as maritime aircraft. Navy delegations from 20 nations will visit South Korea's major defense companies, including **Daewoo Shipbuilding & Marine Engineering**, LIG NEX 1 and Samsung Thales, and meet with officials to discuss ways to boost cooperation, the Navy said. On the

sidelines of the event, the state-funded Agency for Defense Development and the Navy will jointly hold international seminars on Wednesday and Thursday, which will present 68 research papers on the latest shipbuilding technology.

The exhibition has been co-hosted by the Busan Metropolitan City and the Korea International Trade Association since 2001 to promote South Korea's shipbuilding industry led by the world's leading companies, such as Daewoo, Hyundai and Samsung. **Source : Yonhap News**

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DSME delivers EEE-type number four: MARIE MAERSK (18,270 teu)

EEE-4 at Okpo, scheduled to sail to bunker in Russia on 27 October

Maersk Line is to take delivery this week of the 18,270 teu **MARIE MAERSK** from South Korea's **DSME shipyard**. The vessel is the fourth unit in the carrier's series of 20 ultra-large triple-E container ships and it will phase into Maersk's 'AE10' Far East to Europe and Baltic Sea service, where it is to replace the 15,500 teu **EUGEN MAERSK**. Before phase-in, the ship will perform a bunkering trip to Vostochniy to take advantage of the lower prices of heavy fuel oil in the Russian Northeast. In the EEE-type series, the **MARIE MAERSK** follows the **MARY MAERSK**, delivered in early September.



The **MARIE MAERSK** is 399.00 m long and 59.00 m (23 rows) wide. The ship is powered by a fully redundant twin-engine, twin-propeller and twin-rudder propulsion system. Two MAN B&W 8S80ME-C 9.2 engines, each fitted with an exhaust gas economizer, provide an MCR of 29,680 kW per unit and drive the ship at a moderate service speed of 22 knots. The EEE-series' reefer capacity has not been disclosed but it is estimated at around 1,800 units. **Source : Linervision**

LEEVAC Builds Two Harbor Tugs for Bay-Houston

LEEVAC Shipyards, LLC recently delivered the first of two Z-Tech 2400 harbor tug boats, the Chloe K to Bay-Houston Towing Co. The **Chloe K** was constructed at **LEEVAC Shipyard Jennings, LLC** and was later transported,

via one of LEEVAC's own dry-docks, to **LEEVAC Shipyard Lake Charles, LLC** facility where the **Chloe K** received



her final outfitting, commissioning, and testing. "This is the first tug that **LEEVAC Shipyards, LLC** has built in many years. This was namely due to the draft restrictions at our Jennings facility. Now, with the addition of our LEEVAC Shipyard Lake Charles facility, we can now build deeper draft vessels such as tug boats and fishing vessels that we were not on our radar screen before" said Christian Vaccari, President of LEEVAC. "Thanks to our combined efforts between our world class facilities, we were able to deliver this vessel to a satisfied customer."

The **Robert Allan** designed Z-Tech 2400 harbor tug is 80 feet long, with a 38 foot beam, and a working draft of 16 feet. She is powered by two of Caterpillar's 3516C HD high power engines, delivering 2,575 horsepower each. The Caterpillar engines are mated to Model SRP-1215 Schottel

drives, driving 94 inch stainless steel propellers. The vessel was designed and was able to produce a 60 MT of bollard pull. Source : MarineLink

GECON PRIDE FLOATED OUT



"The **CECON PRIDE** was successfully floated on Saturday in her dry dock at the **Davie shipyard** in Quebec. The **CECON PRIDE** is the first in a series of three Offshore Construction Vessels and is due for delivery on February 2014. The naming event of hull no. 717 is scheduled for coming Friday, November 25th , 2013. The vessel is a VS4220 design equipped with a 250mt active heave compensated subsea crane, 35mt subsea crane, large moonpool, ROV hangar and spacious accommodation for 100 persons.

For more information please contact **Cecon NL B.V. Mr. Remko de Boer;** rdb@cecon.co.nl

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Indian Built for Indian Firm



Photo : Mandovi Drydocks

India's **Mandovi Drydocks** in Goa has made significant contributions to the domestic boat building industry. A good example of this is the 43 by 10-meter off shore supply vessel **M.V. ORION LAXMI** owned by **Orion Off Shore Services Pvt. Ltd.**

Delivered to her owners at the end of 2011 the vessel has a clear deck space of 183 square meters and a total deck area of 220 sq.m. Main engines are a pair of **Cummins KTA 38-M2** each producing 1200 HP at 1800 RPM. This provides a 20-ton bollard pull for towing with a towing hook. The vessel is fitted with an 'A' frame and a three-ton capstan. Tankage includes 84 tons of fresh water and 386 tons of diesel oil. Source : Alan Haig-Brown - A. Haig-Brown & Assoc. Ltd. www.haigbrown.com

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UASC doubles transpacific presence

United Arab Shipping Co (UASC) is on a tremendous expansion charge on the transpacific trades, a top liner analyst told the TPM Asia conference in Shenzhen. The Kuwaiti-headquartered liner has more than doubled its capacity on the transpacific in the past 12 months, according to Hua Joo Tan, executive consultant at Alphaliner. Moreover, the capacity surge is set to double again next year, he said. UASC is adding to the overcapacity hitting the Asia-US tradeline, Tan said. Overall transpacific capacity has grown by 8% this year, with capacity management on the

tradeline described as virtually non-existent by the Alphaliner executive. Spot rates on the transpacific are as low as \$1,500 per teu at the moment. **Source : Gulfshipnews**

MEGA INNOVATION DISCHARGED 3 UNLOADERS



All 3 unloaders, with a weight of 2300 mt each were discharged in one week from the **MEGA INNOVATION** in Teluk Rubiah (Lumut) at the brand new **Valemax terminal** - **Tpi** your partner in crane transportation

IHC Merwede to deliver new AHC system



IHC Merwede has announced that it has signed a new contract for the EPC (engineering, procurement and construction) delivery of an Active Heave Compensation (AHC) system. This advanced equipment will be designed, built and supplied as a reliable solution for the deepwater subsea installation of heavy modules in dynamic sea states.

The integration of the active heave compensator and winch system means that this system is unique. It will be placed on board the new-build heavy lifting/pipelaying vessel (with a 5,000mT crane), **YANTAI 5000**, which is being constructed for the **Yantai Salvage Bureau** by **Shanghai Zhenhua Heavy Industries Co., Ltd. (ZPMC)** in China.

The AHC system package will be delivered by **IHC Hytop**, part of **IHC Merwede**, and consists of the following extensive range of equipment: an active heave cylinder set; the main HPU; a 400mT traction winch; a storage winch for 3,500m of wire rope; the complete drive and control system with motion reference unit; and local control cabins. "IHC Merwede is delighted to confirm this contract with **ZPMC** for the supply of the new AHC system for deep-water lowering," says **Wouter Kruijt**, **IHC Hytop's** Managing Director. "This provides further evidence that **IHC Merwede** is firmly established in the design and development of advanced equipment for the offshore market – and the industry at large."

Nieuw in het Nationaal Reddingmuseum Dorus Rijkers: het Nederlands Loodswezen!



In het **Nationaal Reddingmuseum Dorus Rijkers** kan men alles ontdekken omtrent veiligheid op het water. De geschiedenis van het Nederlandse Reddingwezen, seinen, strandveiligheid, bekende redders, weer en natuurkrachten, historische scheepsrampen en het hedendaagse beleid van veiligheid op zee zijn slechts enkele onderwerpen uit een zeer interactief museum.

In dit thema past natuurlijk ook het **Nederlands Loodswezen**, dat zorg draagt voor een veilige beloodsing van schepen van en naar de Nederlandse havens en zo ook een stukje veiligheid op het water bewaakt. Vanuit deze connectie is er contact tussen beide partijen ontstaan en zal er op 1 november a.s. een nieuw collectie onderdeel geopend worden in het museum dat is geschonken door het **Nederlands Loodswezen** regio Amsterdam-IJmond. Het betreft een interactieve videozuil, waar door middel van een film de bezoekers het Loodswezen leren kennen teneinde meer bekendheid en interesse voor deze tak van het maritieme beroep te creëren.

Een prachtige aanvulling in het museum, die op deze manier haar collectie actueel houdt en de diverse kanten van het thema veiligheid op zee zo uitgebreid mogelijk benut. Zo zegt Anne Phoelich, PR- medewerker van het museum: "Het is goed om te zien dat er veel draagvlak is vanuit het maritieme beroepsleven om het begrip 'veiligheid op het water' aan de bezoekers van het

Nationaal Reddingmuseum Dorus Rijkers uit te leggen. Als hierdoor meer mensen, en in het bijzonder jongeren, geïnteresseerd raken in het maritieme beroepenveld is dat een prachtige wisselwerking." Het **Nederlandse Loodswezen** is ook zeer verheugd met de nieuwe samenwerking. **Jan de Ruiter**, Hoofd Varende Dienst van het **Nederlands Loodswezen** regio's Amsterdam-IJmond/Noord, nam het initiatief hiertoe en is dan ook erg tevreden over het resultaat.



The **MR KENTAURUS** at the Westerschelde – Photo : Wim Kosten Sr – www.maritimephoto.com (c)

Egyptian line seeks newbuild series in China

Senior management from **IACC Shipping**, the Egyptian containerline, is in China at the moment looking to order a series of boxships. IACC has two 2,000 teu ships in its fleet at present which trade between Egypt and Saudi Arabia. Plans have been laid out to order a series of 2,500 teu ships in China, GulfShip News can exclusively reveal. These new vessels will trade further afield in the Middle East region. IACC Shipping is part of the IACC Group, which can trace its roots back to 1979. The group, controlled by the El Ahwal family, is also involved in logistics, warehousing and ship agency. **Source :Gulfshipnews**



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Imtech Marine provides complete Heating, Ventilation and Air Conditioning to new eco-friendly Research Vessel 'Sonne'

Energy savings realized by Dynamic Simulation techniques

Imtech Marine was selected as supplier of the new Research Vessel '**Sonne**'. Imtech designs and installs the complete HVAC system for accommodation areas, laboratories and machinery spaces, as well as the redundant cold and warm water supply system with a combination of turbo chillers and absorption chillers. After 44 years the current German research vessel 'Sonne' will be replaced by a new, eco-friendly and energy-efficient successor in the beginning of 2015, carrying the same name. The new '**Sonne**' is currently under construction at the Meyer Werft shipyard in Papenburg, Germany, and will be going on scientific expeditions around the world 345 days per year like its predecessor. The vessel will contribute to find answers to relevant questions regarding the climate change, the supply of marine raw materials and the interference of humans with the sensitive marine ecosystem. By applying dynamic simulation techniques, Imtech Marine provides solutions achieving substantial energy savings on the HVAC system.

Dynamic Simulations

The project requires specific technical expertise, for example with regard to the demands of two climate laboratories on board at a temperature range between 0°C and 28°C. Also the requirements with regard to energy savings are high. With the help of dynamic simulations, Imtech Marine reduces the overall energy consumption of the ship by means of an elaborate regulation and automation of the cold water supply systems. Other challenges concern the short building time, the limited space available and the complexity to combine new green systems with conventional systems or requirements.

The Competence Centre Green Ships, which is the expert-group for eco-friendly and energy-efficient solutions at Imtech Marine, has investigated two different approaches of energy-efficient and energy saving technologies by dynamic simulation. "Due to the application of the latest simulation tools - Dymola and Modelica - Imtech is able to model and assess any complex system architecture very rapidly. The modelling and simulation of multi-disciplinary systems can offer optimized and efficient solutions even before entering the detailed design phase." states Eike Higgen, consultant at Imtech Marine's Competence Center Green Ships.

Energy savings for the turbo chilling units

The first approach comprises the combination of turbo and absorption chilling units providing cold water with a sliding supply temperature for the vessel's varying heat loads, which mostly depend on outside weather conditions. The chiller's automation and control system increases the cold water supply temperature at lower cooling demand and decreases the temperature again at higher cooling loads. "The higher cold water supply temperature leads to energy savings for the turbo chilling units, due to better part load performance. Additionally, the cold water supply pumps are frequency controlled depending on the demand of the consumer's cooling coils. Resulting from this, the electrical power consumption of the chiller and cold water supply pumps decreases by 15 to 20%," explains Eike Higgen. This solution is already implemented by Imtech Marine in the control and automation design of the new '**Sonne**'.

The second simulation uses the '**Sonne**' as an example and analyses energy savings for future projects by help of demand controlled ventilation (DCV) in galleys. The basic idea of DCV is to connect the cooking equipment with the exhaust air hoods. "That means if only 50% of the equipment is in use, only 50% of exhaust air is needed", says Eike Higgen from Imtech Marine. This results in less electrical power consumption of all fans and at the same time in less cooling demand.

The **Sonne** has a length of almost 115 meters and a width of almost 21 meters, providing sufficient room for 35 crew members and 40 scientists at the same time. The ship will sail in 2015.

.... PHOTO OF THE DAY



The **SCH 22 WIRON 5** approaching the port of Maassluis – Photo : Hans Bergman ©

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