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**The ALPHONSE LETZER seen during her last miles of her life, passing Terneuzen enroute Gent for the breakers - Photo : Colinda Wisse (c)**

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## EVENTS, INCIDENTS & OPERATIONS



The **ANNETTE** seen outbound from Rotterdam – Photo : Kees Torn (c)

## DISA Maritime continues as DISA International and changes corporate structure and profile

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Following a strategic re-orientation, DISA Maritime will become DISA International: all activities will be conducted under the common brand name DISA International and undertaken from 3 entities in Belgium (DISA Belgie BVBA), The Netherlands (DISA Nederland BV) and Singapore (DISA Singapore Pte Ltd). A new division within DISA is 'Integrated Projects' which is run by Edward Meevers Scholte and David Fieuw. DISA Integrated Projects will capitalize on and independently market the cross-over and combination of expertise and experience from the other two divisions Civil Construction and Marine & Offshore and focus on Greenfield projects further to inhouse research and development. A new website reflecting the changes is under construction and shall be launched end October 2011.

### DISA INTERNATIONAL

DISA was established in 2003 and provides marine and underwater solutions on a global scale. The company is active in the marine & offshore segment as well as in civil construction. In those areas it renders a range of products and services, whereby it is committed to the highest quality & safety standards.

For further information please contact H. Reinigert;

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The **MELBOURNE STRAIT** seen in Willemstad (Curacao)

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

## Dry bulk market's rally continues, but analysts warn it will be shortlived

The dry bulk market continued its push forward yesterday, for yet another session, as the BDI (Baltic Dry Index), the industry's benchmark edged higher to 2,127 points, up by 1%, reaching more than 12-month highs. The main gainer was the panamax market, with a rise of 2.22%, while Capesizes also gained 0.35% to reach 3,485 points.

According to the latest weekly report from shipbroker Fearnley's, referring to the Capesize market, it said that "last week fixing activity in the Pacific was active with one mayor in particular picking up many vessels despite the Chinese being on holiday. Rates pushed up from the mid usd 10's into the low usd 11's. As the market got going this week the rates continued with the entrance of other miners to the market pushing the rates further to a high of usd 12.35. Being a premium to the front haul level, something had to happen, and as a result the front haul Brazil/China has risen from usd 26 level to usd 28.50, and looks to move even further. The Index has kept pace with the market and has risen over 14% for the week to 3486. On the period front it has been relatively quiet as the paper (derivatives) market has not reflected owners' expectations" said the report.

In a separate market report, Shiptrade Services mentioned on the Capesize market that the "week began slowly, but market increased as a result of tight tonnage supply in the Atlantic. In the Atlantic basin, market moved higher since there were some cargoes left since last week, and there was tight tonnage supply. At week's closing Transatlantic round concluded at USD 36.000 per day, while on the Fronthaul trips, levels concluded at USD 52.000per day. Activity in the Pacific basin remained at good levels. Indian came into the market, along with South Africa that remains an active area, so Owners had some available options. Rates for Pacific round concluded at USD 22.750 per day basis N.China delivery, while on the Australia/China trade, about 10 vessels got covered at levels between USD 10.60 – 11.25pmt" said Shiptrade.

On the Panamax front it said that the market moved higher as new cargoes emerged the market, but tonnage supply was tight. "In the Atlantic market still remained the driving force, especially the USG, as new cargoes were coming into the market and there was not enough tonnage supply to cover. At week's closing, rates for Transatlantic round concluded at USD 16.000 per day. On the Front haul trade rates concluded at USD 27.000 per day. Activity in the Pacific was also good as many vessels were ballasting towards the Atlantic, while some fresh cargoes came into the market. At week's closing, rates for Pacific round concluded around USD 9.000 – 10.500per day basis N.China delivery, or close to USD 11.500per day basis S.China – S.E.Asia delivery. Rates for trips Ex NOPAC concluded at levels around USD 14.000 – 14.500per day basis N.china/Japan range for BPI type vessel (M/V Fortune Clover 77.430/06)" said Shiptrade.

Similarly, Fearnley's noted that "after a good last week, levels keep firming up for October loaders in Atlantic where rounds are in the 17's for T/A and 27 for trip out. Climbing further in the Pacific basin where NOPAC buiz is done above 16k. Monsoon season is over, and India is coming back to the market. With only a few vessels in good position, rates above 20k have been reported on WCIndia/China cargoes. More tonnage is appearing in the Pacific but with a

healthy supplement of fresh coal cargoes, levels are expected to keep steady. In Pacific a fairly high amount of short period fixtures has been done above 14k, but most owners seek to charter out their vessel for 4/6 mos only" said the Nordic shipbroker.

As far as the Supramax market is concerned, Shiptrade said that activity remained good in the Atlantic, but Pacific was quiet. "In the Atlantic basin, rates improved with USG region keeping the league. Rates ex USG for trip to East Mediterranean concluded at USD 26.000 – 27.000 per day, while for trips to F.East rates concluded at USD 35.000 per day. The Mediterranean/BI.Sea market saw rates declining just a bit as there were not so many cargoes available, but only some grains to Egypt mostly. In the pacific region, we noticed rates sliding as an effect of the Chinese holidays and there were not many parcels available in the market. Most of the available cargoes were for direction India, with fixtures reported at levels around USD 14.000 – 16.000per day basis delivery S.China/S.E Asia range" concluded Shiptrade. Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

## WESTMARK'S PIRATE TRAP COMMERCIAL VERSION LAUNCHED DURING EUROPORT 2011



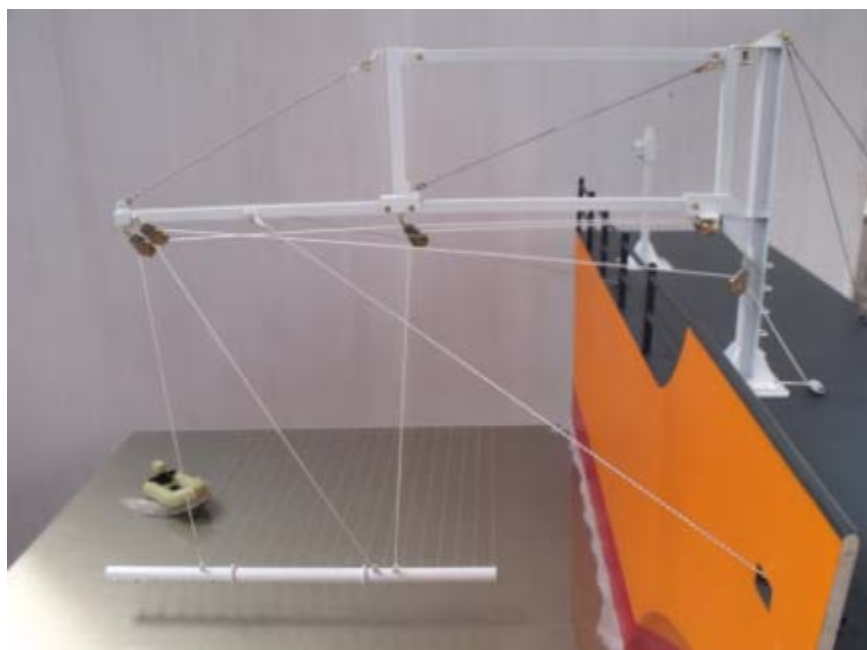
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During the past 18 months Westmark BV's anti-piracy product, P-Trap®, has been further tested and developed to the extent that P-Trap® is now commercially available to the shipping industry. During the upcoming tradeshow EUROPORT 2011, which will be held in Rotterdam from November 8 through 12, the P-Trap® will be presented to the public. A full size P-Trap® will be displayed at the entrance of the Ahoy Exhibition Centre and Westmark BV will have a stand in the HME pavilion in the Scheldehal. (stand nr. 1116)



Within the past months P-Trap® was finalist for the Lloyd's List Awards, Global 2011, finalist for the Seatrade Awards 2011 and winner at the Safety at Sea International Awards 2011 in the Security category.

Westmark BV, based in the Netherlands, created the P-Trap® as a passive non-lethal ship protection measure. Once deployed, it protects seagoing vessels from boarding attempts by pirates. The reusable system carries thin lines which float at the waterline around the sides and at the stern of a vessel. Pirates that enter the P-Trap® safety zone will run into the

lines, which are designed to become entangled in their engines, disabling their vessel. The P-Trap® is designed to defend against multiple simultaneous attacks and does not require crew involvement once deployed.

Since last year, Westmark has created three prototype systems, designed to fit most seagoing ships. The effectiveness of the system was proven during trials with the Dutch Coastguard, Navy & Rescue Service.

According to the ICC International Maritime Bureau (IMB), this year (up to September 27), 346 pirate attacks have been reported worldwide; 15 vessels are currently being held by Somali pirates; and 277 seafarers are now being held hostage.

"The P-Trap ® concept is as simple as locking your doors and windows before going to bed at night. It's practical and it makes sense," said Lodewijk Westerbeek van Eerten, creator of P-Trap ®. "The option to lock the perimeter of a ship offers seafarers an extra layer of protection and peace of mind so that they can focus on their core business—the transport of goods."

Dockwise, a global market leader in the transport of extremely large and heavy cargoes, purchased and tested the system this year on one of its ships. Following three successful transits through the Gulf of Aden using the P-Trap ®, Dockwise is expanding the use of the system on board its entire fleet. "We welcome the opportunity to provide additional tools and resources to our crews to reduce the risk of piracy attacks at sea," said Marco Schut, Dockwise Vice President of Operations. Meanwhile, four Dockwise vessels are equipped with a P-Trap ®. For more information on P-Trap® visit: [www.pttrap.com](http://www.pttrap.com)



The **HERAKLES** (Ex Salvageman - Ex Anglian Prince) seen moored in Cadiz : **Photo Daniel Walker – Ryndam ©**

## **Most Tankers Idled Since '80s Won't Buoy Charter Rates**

Owners of supertankers, losing money for a sixth consecutive quarter, will probably idle the most ships in more than two decades as they contend with a glut that drove charter rates to the lowest in at least 14 years. The combination of too many ships and slowing demand growth for oil means that about 6 percent of the fleet will be anchored in a year from almost none now, according to the median in a Bloomberg survey of eight brokers and analysts. That may not be enough to end the slump. Forward freight agreements, traded by brokers and used to bet on transport costs, anticipate rates no higher than \$13,819 a day through 2013. Frontline Ltd., the biggest operator of the vessels, says it needs \$29,800 to break even. The Hamilton, Bermuda-based company will report its biggest annual loss in 12 years in 2011, analysts' estimates compiled by Bloomberg show. While owners can cut operating costs to as little as \$2,000 a day from \$12,000 by anchoring ships, it also means no income, said Andreas Sohmen- Pao, chief executive officer of the oil and gas shipping unit of BW Group Ltd., which is idling three vessels. "When it's this bad, eventually it wears people down a bit and some do get out of the market," said Martin Stopford, the London-based managing director of

Clarkson Research Services Ltd., a unit of the world's biggest shipbroker. "To lay the ship up, you would eventually have to totally lose confidence in the market improving for some time."

The global fleet of very large crude carriers expanded about 9 percent to 570 ships in the past two years, the most since 1983, Clarkson data show. Owners ordered the greatest number of new vessels since the 1970s between 2006 and 2008, when charter rates surged to as much as \$289,000. Those tankers started joining the fleet just as global demand for oil fell by the most in 27 years, data from London-based BP Plc show. Demand for oil tankers will match fleet capacity by the Northern Hemisphere's next winter, lifting charter rates, Peter Evensen, the CEO of Teekay Corp., said in an interview in London on Oct. 6. The Hamilton, Bermuda-based company is the largest U.S.-listed owner of the ships.

Owners are also responding to the slump in rates by sailing slower to reduce fuel costs. Speeds averaged about 10 knots in the past three months, compared with almost 11 knots a year earlier, vessel-tracking data compiled by Bloomberg show. Shipping may be "relatively close" to a bottom, Wilbur Ross, the billionaire chairman of private-equity firm WL Ross & Co., said in an interview in August. He was part of a group who spent \$900 million on oil-product tankers last month.

Rates on the Saudi Arabia-to-Japan route, the industry's benchmark, were at negative \$5,974 a day yesterday, according to the Baltic Exchange in London, which publishes daily rates for more than 50 maritime routes. Shipping companies are effectively paying customers to charter vessels because clients pay for some of the fuel, cutting costs for owners moving vessels into regions with better returns. Rates have averaged less than Frontline's breakeven since the third quarter of 2010, according to bourse data and an Aug. 26 statement from the company. Daily returns from the vessels in the spot market averaged \$11,372 in the third quarter, the lowest since at least 1997, according to Clarkson. Prospects for a surge in global oil demand that would erode the glut in tankers are weakening as growth slows. The International Energy Agency, the Paris-based adviser to 28 nations, reduced its forecast for 2012 crude demand by 0.4 percent to 90.7 million barrels a day last month. It was the biggest cut since April 2009.

Growth in oil demand will slow to 0.5 percent this quarter and 0.1 percent in the following three months, compared with 2 percent in the third quarter, the IEA estimates. Crude fell 6.2 percent this year to \$85.74 a barrel on the New York Mercantile Exchange as of 12:42 p.m. yesterday, reaching a one-year low of \$74.95 on Oct. 4. The International Monetary Fund lowered its global growth forecasts to 4 percent for this year and next on Sept. 20, from earlier estimates of 4.3 percent for 2011 and 4.5 percent in 2012. That compares with the 5.2 percent contraction the World Bank estimates took place in 2009. The IEA still anticipates record demand next year. China's economy, the world's largest energy user, will expand 8.7 percent in 2012, compared with 9.3 percent this year, according to the median of 10 economists' estimates compiled by Bloomberg. Growth in the U.S., the biggest oil consumer, will accelerate to 2.2 percent from 1.6 percent, the estimates show.

Oil is the single biggest commodity transported by sea, according to Clarkson. Trade will total about 1.9 billion metric tons this year, compared with 1.1 billion tons of iron ore and 921 million tons of coal. The shipping industry handles about 90 percent of world trade, according to the Round Table of Shipping Associations. As many as 168 tankers of all sizes were removed from the fleet in 2009 to store oil for companies seeking to profit from longer-dated energy futures trading at a premium to contracts for immediate delivery. Idling 6 percent of global supertankers anticipated in the Bloomberg survey would be equal to about 34 vessels. Owners can still make money by locking their ships into longer-term charters. Rates for a three-year accord are at \$32,955 a day and those fixed for five years at \$32,000, both above Frontline's break-even, according to London-based Clarkson Plc. Tying ships up for that long would mean owners missing out on any rally in the single-voyage market.

The glut extends across most of the fleet. Capesize vessels carrying iron ore are earning 88 percent less than they made in 2008, Baltic Exchange data show. Container ships delivering goods to Europe from Asia made almost nothing in July and August, according to Morgan Stanley. Frontline will report a loss of \$82.8 million this year, compared with profit of \$161.4 million in 2010, according to the mean of 20 analysts estimates compiled by Bloomberg. The company will also be unprofitable for the next two years, the estimates show. Its shares fell 81 percent in Oslo trading this year, on track for the biggest annual decline in 13 years. Every company in the six-member Bloomberg Tanker Index will lose money this year, analysts' estimates show. The gauge slumped 54 percent this year, compared with an 11 percent decline by the MSCI All-Country World Index of global equities. The shipping industry's fragmentation means few owners have big enough fleets to idle vessels. That decision can only be taken by those in a "position of strength," BW Group's Sohmen-Pao said in an interview on Oct. 3. His company has two supertankers idling and a third mothballed for a longer period. "The tanker industry is too fragmented to remove the necessary capacity," said Jonathan Chappell, an analyst at Evercore Partners Inc. in New York. "There needs to be more." **Source: Alaric Nightingale, Bloomberg**



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Above seen the 2000 built ATG flag general cargo ship **HR INTONATION** formerly **BELUGA INTONATION** off Grand Harbour, Malta for the first time on Wednesday 12th October, 2011 of which embarked security personnel on her way to pass Suez Canal. Malta Maritime Services handled the operation of which they are into the Maritime Security Business too – [maltamaritimeservices@gmail.com](mailto:maltamaritimeservices@gmail.com)

Photo : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©

## Flag-of-convenience shipping criticised

Crews on flag-of-convenience ships, like the grounded cargo ship *Rena*, are forced to work long hours for low pay, the Merchant Service Guild says. Guild secretary Helen McAra said flag-of-convenience ships – which are registered in countries where there is little enforcement of international labour, safety and environmental regulations – now dominated New Zealand's coastal shipping. The *Rena* made four port calls in the five days before its grounding on Astrolabe Reef near Tauranga, and while in port her captain and officers worked around the clock loading and discharging cargo. Ms McAra said officers on these ships could be on board for six months or more at a time. "We are talking low-cost crews from poor countries who probably earn less than the New Zealand minimum wage." Flag-of-convenience ships were a vehicle for paying low wages and forcing long hours of work and unsafe working conditions, she said. "These flag-of-convenience vessels are now effectively New Zealand's coastal shipping industry. Yet the officers are not necessarily familiar with the unpredictable sea conditions here, nor are they obliged to comply with New Zealand maritime rules and regulations." Ships owned in one country but registered in another are described as flying flags of convenience. More than half the world's merchant ships are registered in flag-of-convenience states like Panama, Liberia and the Marshall Islands. The International Transport Workers' Federation lists 32 flag-of-convenience registries in countries that are unable or unwilling to enforce international labour, safety and environmental laws and regulations. Source: The Dominion Post

**Due to working abroad the newsclippings  
may reach you irregularly**

## Rena still intact, second officer charged

Maritime New Zealand says 88 containers from the floundering cargo ship **Rena** have been lost from the vessel, one containing the stable but hazardous material ferrosilicon. The public are being warned to stay away from washed-up containers and report them to the Fire Service. A number have been observed floating in Tauranga harbour and a recovery operation is underway.

MNZ said in a statement that over a thousand people had volunteered to help with the cleanup: "Which is really heartening, as it shows just how deeply the people of the Bay of Plenty care about their environment. This is hard physical labour and the fact that people are continuing to volunteer is appreciated." Diamantis Manos, managing director of Costamare Shipping Company S.A., the registered owner of **Rena**, has issued a video message to the people of New Zealand. View it [here](#).



The Port of Tauranga has outlined possible scenarios under which the **Rena** disaster could close the Port, but says such an event is unlikely. In a statement Port of Tauranga say containers or oil drifting in trade lanes, or its tugs being required by Maritime New Zealand to perform emergency duties could restrict entry and exit from the Port. The Port said measures taken to reduce the likelihood of closure occurring including sweeping shipping lanes with specialised sonar equipment to scan for

containers, and MNZ were monitoring the oil slick.

"We envisage that if we were requested to provide tug assistance, this would be for a short term duration only. Already there are tugs here from Auckland, Napier and Taranaki available to provide immediate assistance," the statement said. "It is our considered opinion that if any of the above scenarios were to occur, it is unlikely that the Port would be closed for an extended period."

Tugs from the Ports of Auckland and Port of Napier are standing by at the **Rena** grounding as fears mount it will be broken up by pounding seas. The three tugs were nearby all night as a large crack widened on **Rena's** starboard side. Video coverage shows the rear half of the heavily laden container ship moving up and down in the swell.

In other developments:

- Stormy conditions that prevented salvage work yesterday have eased.
- Tugs will attempt to drag all or part of the ship free.
- **Rena's** second officer has been charged and will appear in court.
- Volunteers are being sought to help in a cleanup of oil spilled on beaches

The latest report from Maritime New Zealand says conditions have not appeared to have changed overnight though the weather is calmer. The first observation flights have been made and attempts will be made to lower members of the salvage team on to the ship to see whether removal of the fuel oil can continue.

A substantial part of the ship's fuel has leaked from ruptured tanks, while an unknown number of containers have fallen off. One of the tugs is attached to the 47,000 tonne ship by ropes while the other two are roving around it.

In comments reported last night, Transport Minister Steven Joyce said the ship had clearly started breaking up and the biggest fear was it would sink where it was currently located. "The worst case scenario is it sinks where it is because that water is quite deep and it will get quite a lot harder to get access to the oil and salvage it," he said. "They've got tugs out on the water...if the ship starts to break up they're going to try and hold the stern on the reef because that will be an easier place to do the salvage of the oil from."

"If they are unable to do that....then they will look to try and guide it to shallower water which, again, they can have access to should it sink. They need to get it to water of about 50m deep or less to be able to do that." Maritime NZ says the **Rena's** second officer in charge of the navigational watch has been charged under s65 of the Maritime Transport Act "for operating a vessel in a manner causing unnecessary danger or risk." The Filipino captain appeared in court yesterday also facing charges under the same act covering dangerous activity involving ships or maritime products.

He was remanded and granted interim name suppression. Some reports say the date of birth on the charge sheet was October 5, the same day as the *Rena* hit the Astrolabe reef. Local volunteers are being called to help the 80 Defence Force members who are running a major cleanup of beaches affected by bunker oil that has come ashore.

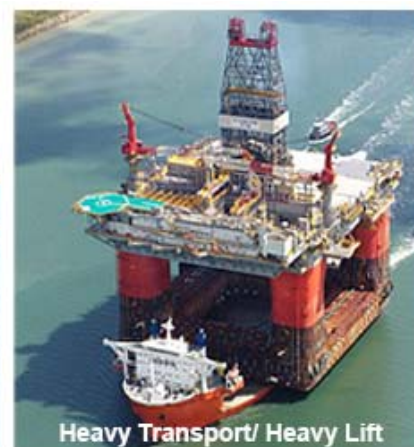
Eye witnesses say there is a heavy stench over the whole area this morning. Volunteers need to be trained in the handling of the toxic sludge. *Rena* is a 236m cargo vessel, which was carrying 1368 containers and was en route from Napier to Tauranga, when it hit Astrolabe Reef, offshore from Tauranga, on Wednesday last week.

The ship, a Flag of Convenience (FoC) vessel, is Greek owned and registered in Liberia. FoC is a shipping method where owners register vessels in countries with very low regulation of the shipping industry. **Source : National Business Review**



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Above seen the **MV Black Marlin** in Singapore with the **B-312** Jack Up Rig on board (former Seadrill's **West Juno**).

**Photo : Gert van der Velden ©**

## **Brussels halts Tirrenia's privatisation, humiliating the Italian government**

The European Antitrust Authority, DG Competition, eventually issued its long awaited evaluation of the Italian public ferry operator Tirrenia's privatisation process.

The outcome was embarrassing for the Minister of Transport, Altero Matteoli, who lately had said that everything was 'negotiated' in advance with the European Commission. The Commission will thus start an in-depth investigation which will evaluate whether some support measures for Tirrenia and its Sicilian subsidiary Siremar - the only one not handed over to the relevant region because Sicily refused the 'gift' (although later bidding for it within a pool) and the >privatisation process Italy chose, do comply with EU rules. Brussels will investigate whether some provisos of the tender request (and its prorogation after 2008) were of advantage to some bidders or if other provisos would have led to a more 'open, non-discriminating unconditioned' auction. The first, practical, consequence will be that the end of the procedure will be delayed to 2012 while Italy hoped to have all completed by the end of 2011. The second one is that this outcome unveils how the government, which was always utterly secret about the details of the procedure though always claiming an a priori agreement with the EC, apparently cheated the public opinion, and did not stop doing it until this news broke to light, stating that the EC was 'aware of' and 'agreeing with' the proceeds. The Minister did not

comment but Tirrenia's and Siremar's extraordinary commissioner Giancarlo D'Andrea declared that the "chosen procedures are in full compliance with the conditions and practices earlier agreed by the Italian and European authorities". It appears that possible EU sanctions will not affect CIN, being them just bidders under an official tender request issued and managed by the government. In fact CIN's CEO, Ettore Morace, confidently said: "If there are doubts on the procedure, we're untroubled as it was serious and transparent. As to the price we know we paid more than the base-price and, as to the agreement, we stress that every trade operated under 'territorial continuity' rules is fully secured by the law." **Source : shippax.se**



The **NAN HAI JIU 168** seen in Shekou (China) port – **Photo : Capt. Hans Bosch ©**

## Submarine catches fire in Port Maitland

A fire inside the submarine **OLYMPUS** at Port Maitland's Marine Recycling Corp. forced workers to evacuate the vessel once used by the Canadian Department of National Defence on Wednesday afternoon. Ontario Provincial Police and Haldimand Firefighters from Dunnville, Byng, Moulton and Jarvis were called to the smoky scene at around 12:30 p.m. after a worker inside was cutting material with a grinder when a stray spark ignited pieces of wood inside. "The interior of the sub is peak wood and cork, so it's fairly flammable," said OPP constable Mark Foster. "The company had



been taking all the precautions to avoid this kind of thing, but sometimes things like this happen." Foster said the workers inside tried to put out the flames with a fire extinguisher, but when that didn't work, decided to vacate the sub and called 911. The Jarvis department was called in for its aerial truck. At one point, firefighters from six different Haldimand fire stations spent parts of the afternoon fighting the blaze, using 12 fire trucks.

No injuries were reported and the Ministry of Environment and Ministry of Labour have been

called in to assess the situation. "The fire is self contained inside and most of the hazardous material, like leftover fuels, had already been removed," said Foster. He added the layout of the sub posed some difficulties for firefighters to battle the blaze. "Firefighters are keeping safe, though, and fighting the fire from the outside as no one's life is in danger. It was strictly a fire." **Source : Dunnvillechronicle**

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The graphic is a dark grey rectangular panel with rounded corners. At the top left, the text 'TRAVELLING WITH HOME COMFORTS' is in white. Below it is a bulleted list of features: VIDEO ON DEMAND, AUDIO ON DEMAND, LIVE AUDIO CHANNELS, CCTV CHANNELS, INFORMATION CHANNELS, and INTERFACING TO PA SYSTEM. To the right of the list is a small image of a tablet displaying a movie scene. Below the list is a circular inset showing red airplane seats with built-in screens. To the right of the inset is contact information: 'FOR MORE INFORMATION:', 'T: +31 (0)10 - 453 40 00', 'E: gb@aitav.com', and 'W: www.aitav.com'. Below the contact info is the 'EUROPORT 2011' logo and the text 'Please visit us on Europort Maritime, we look forward to see you there!'. To the right of the contact info is a circular badge with 'HALL 3 Booth 3406'. At the bottom right is the 'ALPHATRON IT & AV Solutions' logo.

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The **VISCOUNT** departed from 's Gravendeel (Holland) bound for Panama. Photo : Michel Kodde (c)

## Cruise liners skirt Rena fallout

Two cruise ships arrived in Tauranga this morning, sailing serenely past the oily mayhem caused by the **Rena**. **Volendam** and the **Pacific Dawn** had been warned to observe an extended exclusion zone around Rena, which grounded on Astrolabe Reef last Wednesday. After heavy seas yesterday, the Bay of Plenty is now dotted by containers lost overboard from Rena's deck.

Until containers started falling yesterday the exclusion zone was just 2.7km around the **Rena**. Yesterday it was extended to stretch about 45km from Mount Maunganui to Matata, south near Whakatane, and about 40km out to sea as far as Mayor Island, northeast of Tauranga. Tauranga -New Zealand 's busiest port - continued to operate despite the frantic efforts to stave off the environmental disaster on its fringes, with the liner **Rhapsody of the Seas** also arriving yesterday.

It had six shipping movements overnight and a further six this morning, including the arrival of the cruise ships. **Volendam** came in from Picton, **Pacific Dawn** from Napier. Both depart for Auckland tonight. Specialised sonar equipment was sweeping the main shipping channels out to the pilot boarding ground, and no containers had been found in those areas.

Debris from **Rena** moving towards the port was being monitored, the port said on its website. It had no further reports from Rena overnight. Weather conditions had improved since waves lashed **Rena** yesterday, and another 350 tonnes of heavy fuel oil spilled.

Bay of Plenty Harbourmaster Carl Magazinovic has recommended that vessels approach Tauranga from five nautical miles due west of Mayor Island, then direct to the pilot boarding station. Departing vessels were advised to keep to the west of Mayor Island, which is northeast of the port. Vessels were advised to keep a good look out for floating containers, and had been advised the exclusion zone had been extended Source : **Stuff.co.nz**



Above seen the **HOPE** inbound to Melbourne off Queenscliff Port Phillip Bay with Pt Lonsdale Lighthouse in the background, 13-10-2011." Photo : Andrew Mackinnon – [www.aquamanship.com](http://www.aquamanship.com) ©

## Survey sets unions seafarer communications challenge

Research commissioned by the ITF Seafarers' Trust has highlighted the need for trade unions to embrace electronic means of communication with their seafarer members. Carried out by London Metropolitan University's Working Lives Research Institute, the project surveyed 1000 seafarers to find out the best ways to contact them, and how they communicated at sea and on land.

The survey once again underlined the importance of email and web access to seafarers. Among its major findings were:

- Over half of all respondents were union members, but only a third of them were in regular contact with their unions. Awareness of the ITF was high, with seventy percent reading the organisation's Seafarers' Bulletin magazine.
- The best opportunity for communicating with seafarers was either when they were at home or on shore leave. The most popular ways for seafarers to communicate with their friends and family while at sea was by phone from seafarers' centres (85 per cent), through mobile phone calls (82 per cent) and via SMS (74 per cent).
- Onboard access to email has risen three-fold since 2007 but remains limited. Fifty two per cent of seafarers, and 68 per cent of ratings, said they had no access to email on board
- Access to onboard email also varied according to the vessel type – for example, 67 per cent of the seafarers on board dry bulk carriers and 65 per cent on board general cargo vessels had no email access at all.
- Some 80 per cent of seafarers, and 97 per cent of ratings, said they had no access to the internet while at sea. Where access was available it was expensive, they said.
- Websites are a potential communication tool as 50 per cent of seafarers access the internet at least twice a month while at sea. This rises to 80 per cent when seafarers are at home.
- Some 40 per cent of seafarers said the best way for unions to contact them was by email, although ratings marginally preferred a phone call. Home telephone (29 per cent) and mobile phone (18 per cent) were the next most popular options.
- Seventy per cent of respondents used social networking sites. Facebook was the most popular, while 78 per cent of Chinese seafarers used QQ.
- Officers were much more likely than ratings to use the internet, mobile phones and social networking sites, whether at sea or at home. For example, 82 per cent of the officers accessed the internet every day when they were at home, compared with only 39 per cent of the ratings.

- Ratings relied more often than officers on phones in seafarers' centres or public phone boxes while on shore leave.
- However officers and ratings had similar levels of access to email when they were on shore leave.

Steve Cotton, ITF maritime coordinator, commented: "These results set us – and every seafarers' union – a challenge: how best to serve workers who spend a great part of their working lives at sea. Thankfully the technologies are there; the task is to make sure they are as available as possible."

He continued: "We trust that this research will interest people in unions and beyond. Potentially it has lessons for the whole industry." The ITF has made the survey available online in its full form and also as an electronic (and hard copy) leaflet. They can be seen at [www.itfglobal.org/seafarers/communicating-with-seafarers.cfm](http://www.itfglobal.org/seafarers/communicating-with-seafarers.cfm)



The **DEEPSEA METRO II** seen during trials just off Ulsan beach. - Photo : Kees Batist (c)

## SHIPYARD NEWS

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## Okaskaya Shipyard to launch eighth dry cargo ship of project RSD44

Okaskaya Shipyard plans to launch on October 14 the 5,540DWT **Kapitan Yurov**, the eighth vessel of a series of 10 Volgamax dry cargo carriers of RSD44 project, the shipbuilding firm said. The vessel's keel was laid down on Dec. 28, 2010. The lead ship **Kapitan Ruzmankin** was laid on Feb. 24, 2010 and launched on Nov. 23 that year.

The serial Volgamax dry cargo ships designed at Marine Engineering Bureau were ordered by Volga Shipping Company. The vessels are intended for transportation by Russia's inland waterways general, bulk, timber cargoes, grain, lumber, potash and fertilizer, sulfur, coal, paper, building materials, steel products, and up to 140 containers.

The RSD44 project ships will gradually replace the previous series of "Volga-Don" ships. The vessels surpass their predecessors, featuring enhanced capacity, environmental friendliness, efficiency and comfort, the shipbuilder said.

The vessel specifications: length DWL - 138.9 m, beam - 16,5 m, depth - 5 m, coaming height - 2,2 m, fresh water draft 3,6 m DWT - 5,543 tons, salt water draft 3.53 m DWT - 5,562 tons, cargo hold capacity - 7090 cbm; Russian River Register Class - + O-OL 2,0 (ice 20) A.

The dry cargo ships will be operated on the Volga-Don Ship Canal (VDSK), Volga-Baltic Canal, in the Azov Sea to the port of Kavkaz and in the Gulf of Finland. The vessels will be able to pass under the Neva bridges near St. Petersburg and under Rostov railway bridge (Rostov-on-Don) without lifting the bridges. The RSD-44 project is co-financed through the leasing scheme by the state-run United Shipbuilding Corporation (85%) and Volga Shipping (15%) on the terms of state subsidy of refinancing interest rate of Central Bank of Russia.

Oka (Okaskaya) Shipyard (Navashino, Nizhny Novgorod region) was founded in 1907. The modern Oka Shipyard JSC was established through privatization of the state enterprise Navashino Shipyard "Oka". The firm specializes in building multipurpose river and sea-going vessels. In 2004, JSC Okaskaya Shipyard became part of VBTH, majority owned by Universal Cargo Logistics Holding. JSC Volga Shipping Company, founded in 1843, is one of the oldest and largest shipping companies in Russia. VSC specializes in transportation of cargo and passengers on inland waterways of the country. Volga Shipping Company is also part of the Universal Cargo Logistics Holding that consolidates a number of Russian stevedoring, shipping and shipbuilding assets. **Source : PortNews**

## First Havyard vessel built in India delivered



The first offshore support vessel of Havyard design constructed in India has been delivered to Shipping Corporation of India (SCI). A further three vessels of the Havyard 841 design are being built for the same owner. The first vessel of the four anchor handlers, **SCI Panna**, was built by Bharati Shipyard. The remaining anchor handlers in the series are due to be delivered by Bharati by March 2012. The vessel has a bollard pull of 80 tonnes, is 64.8m in length and has a 400m2 deck. Accommodation is provided for 31. **Source : Offshore shipping online**

## USC places two PSVs order at Baltic Shipyard for Gazprom

**JSC United Shipbuilding Corporation (USC)** has placed an order for two platform supply vessels at St. Petersburg-based Baltic Shipyard. The ships will be built for Gazprom, USC' head told journalists. The supply vessels, worth \$100 million each, will have ice class Arc4 and deadweight of 5,400 tons, USC President Roman Trotsenko said.

Now, USC is implementing a crisis management plan for Baltic Shipyard on behalf of the Central Bank of Russia. St. Petersburg-based Baltic Shipyard is one of the largest shipbuilding enterprises in Russia. The company specializes in the construction of diesel and nuclear-powered icebreakers, ice-class vessels, Ro-Ro and Ro-Pax ships, heavy lift

vessels and warships. The company manufactures a wide range of engineering products and power equipment. It is also a supplier of ferrous and steel castings. **Source : PortNews**

## Tianjin Shipbuilding Holds Launching Ceremony for 37.000 DWT Bulk Carrier CS Candy

Angela Benson, a 30-year employee of the Campbell Group, recently launched the latest vessel to be registered on the Bahamas Ship Registry. The ship was launched at Tianjin Xingang Shipbuilding Heavy Industry Company Limited in China. Campbell Shipping Company Limited (CSCL) is a Bahamian institution operating from the Campbell Maritime Centre on West Bay Street. The **CS Candy** is a 37,000 ton dry bulk carrier. Its addition will increase the CSCL fleet to 15 ships under management. Chandler B. T. Sands, managing director of Campbell Shipping Company Limited, noted that the addition of the CS Candy has marked a significant juncture in the fleet's growth. Additionally, it will result in expanded opportunities for Bahamians to embrace a career in the maritime industry as a seafarer. The launch was followed by a special dinner hosted by the shipyard. **Source: BahamasLocal**

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The "**Voyager of the Seas**" from Royal Caribbean seen on a beautiful night in September 2011.

**Photo : Hans Breeman (c)**

## Scandlines' new super ferries well under way in Stralsund

The work on Scandlines' new super ferries " **Berlin**" and " **Copenhagen**" at P + S shipyard in Stralsund, northern Germany is progressing as planned, and so does construction work in both Gedser and Rostock. The two new ferries are on schedule and are to be put into operation on the Rostock-Gedser route in spring 2012. Scandlines believe the future of the ferry services between Denmark and Germany. Therefore, the company strengthens the eastern corridor with investments of around DKK 1.7 billion. A central part of the buildup, the two new super ferries " **Berlin**" and " **Copenhagen**" and port expansions in Gedser and Rostock. And both are progressing as planned.

"The strengthened Gedser-Rostock connection will play a crucial role in the realization of an efficient logistics eastern corridor through the EU and further out into the world. I am pleased that the EU has announced the route to "Motorway of the Sea", which very much legitimates our contribution to traffic between Scandinavia and Germany," says Bengt Pihl, CEO of Scandlines.

The ferry " **Berlin**" are due to delivery from Stralsund in March 2012. Shortly thereafter, the vessel must be baptized, and the necessary crew and safety drills to be conducted. According to the timetable, " **Berlin**" are to be set in operation in late March 2012, and everything indicates that this timetable will be respected. " **Copenhagen**" is due to delivery from the shipyard in May 2012 and according to the timetable is to be set in operation the very same month.

The two new super ferries will open the gates for significantly more passengers and vehicles. Passenger capacity is increased to 1,500 from the current 1,000, and the ferries can accommodate 480 cars or 96 trucks. However, not only travelers will benefit from the floating bridge that unites Denmark and Germany. The ferries' lower fuel consumption will also benefit the environment. **Source: Scandlines**



Tugs seen in the port of Shanghai – **Photo : Jan Nooteboom (c)**

## A.P. Møller - Mærsk A/S - Sale of Maersk LNG A/S

In the Interim Management statement dated 11 May 2011, A.P. Møller - Mærsk A/S announced its intention to sell its LNG business as it wished to reallocate resources to strategic focus areas in the Group. Today, A.P. Møller - Mærsk A/S has entered into an agreement to sell Maersk LNG A/S to Teekay LNG Operating LLC and Marubeni Corporation at a total consideration of USD 1,402 million on a cash and debt free basis. As part of the Group, Maersk LNG does not in itself have the necessary scale to significantly influence the overall development of the industry. And as Maersk LNG is

not within those core business areas, where the Group intends to invest, the conclusion is that Maersk LNG would benefit from a different ownership. "Teekay and Marubeni jointly represent an unrivalled owner of Maersk LNG and we are very satisfied that we have been able to transfer the ownership of Maersk LNG to such renowned and reliable owners with clear and strong strategic, long-term interests in the LNG transportation business," says Claus V. Hemmingsen, member of the A.P. Møller - Maersk Group's Executive Board, and overall responsible for Maersk LNG. "We are confident that customers, partners and employees agree that we could not have found a better owner of the business going forward," says Claus V. Hemmingsen. Through its subsidiaries Maersk LNG A/S owns six LNG vessels as well as two vessels owned through limited partnerships (26% ownership). The sales agreement comprises all of these vessels and consequently, the A.P. Møller - Maersk Group will not have any LNG vessels in its fleet following completion of the transaction. The transaction is not expected to have a significant impact on the result of A.P. Møller - Mærsk A/S. The transaction remains subject to a.o. customer consents and regulatory approval and is expected to be completed during Q4 2011. **Source: A.P. Møller - Mærsk A/S**

## SEVEN BOREALIS CRANE TESTED IN SINGAPORE



Above seen the load test of the **Huisman-Itec crane** onboard the **SEVEN BOREALIS** whilst moored at the Sembawang shipyard in Singapore, the crane lifted 1050mt whilst 360 degrees slewing, later the 5500 ton heavy lift will be conducted - **Photo : Jasper Klein ©**

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The **LARS MAERSK** seen outbound from Rotterdam – Photo : Ria Maat (c)

## Indian shipping industry faces rough weather

India's shipping sector, like its Asian peers, has been weathering a storm as it negotiates the double whammy of a global downturn and oversupply of dry bulk carriers and tankers. Low charter rates have hit profitability in an industry which was still recovering from the global economic slowdown of 2008/09. The spectre of a second slowdown has caused asset prices to tank and forced shipping firms to diversify into the more lucrative offshore business. State-owned Shipping Corp of India, India's largest shipliner, recently sought to assure investors saying it was not in any financial distress following media reports that the state-run firm had been asked by the government to halt its expansion plans. Source : [Indiatimes](#)



The first cruise ship visit for the new cruise season, the **Sea Princess** making her first call to Port Chalmers in a early morning arrival. Photo : [Ross Walker \(c\)](#)

## Harvey Gulf order at Trinity includes option for third LNG fueled OSV

Harvey Gulf International Marine has released more details of its agreement with Trinity Offshore covering the construction of two offshore supply vessels capable of operating exclusively on natural gas, MarineLog reports.

The agreement, signed October 6, is for two, 302 ft X 64 ft Dual Fuel Offshore Supply Vessels, with an option for a third. Trinity Offshore will build the vessels at its Gulfport, Miss., shipyard. John Dane III, Trinity's President and CEO, stated "This project is a significant step for our re-entry into the Deepwater Support Vessel sector and will employ 300 workers at its peak during the next 30 months."

Harvey Gulf CEO Shane J. Guidry said: "Harvey Gulf continues its commitment to environmental protection by becoming the first to build a U.S.-flagged vessel that can run entirely on natural gas. These vessels will meet the highest emissions standards that exist today and even higher standards that haven't been created yet. We recognize the strong stance on environmental protection by the administration in the wake of the oil spill and are doing our part to respond to it and provide our customers support for their environmental commitments. We hope the government will recognize these achievements and put people back to work in the Gulf of Mexico."

In addition to being powered by cleaner burning natural gas, the vessels will achieve "ENVIRO+, Green Passport" certification by ABS. The requirements for this certification include, among others, that the vessels be continuously manned with a certified Environmental Officer, be completely constructed with certified environmentally friendly materials, and have advanced alarms for fuel tanks and containment systems. Along with Harvey Gulf's other vessels under construction, they will be the first OSV's to achieve this certification, making them the most environmental friendly OSV's in the Gulf of Mexico.



The **Le Diamant** seen moored in Brest - Photo : E Godillon - [www.photodemer.net](http://www.photodemer.net) (c)

## Penang Port plans new tariffs

Penang Port Sdn Bhd plans to introduce new tariffs in the middle of next year, said chief operating officer Obaid Mansor. Obaid told StarBiz that the proposal to raise port tariffs, comprising largely cargo-handling and ship charges, had been submitted to the regulatory authority, Penang Port Commission (PPC), The Star reports.

The tariffs were last revised in 2003 and implemented in 2007, which saw a 30% hike in handling charges for container cargo to the present rate of RM182 for a 20-ft container and RM273 for 40-ft container. About 80% of the cargo handled at Penang Port's North Butterworth Container Terminal comprises full container load cargo, which is expected to generate 75% of Penang Port's revenue this year compared with about 65% in 2010. Both Port Klang and Johor Port have also submitted their proposals to the Transport Ministry to raise tariffs. Obaid said the tariff review would be timely due to higher oil prices and other operating costs which were eroding Penang Port's profit margins.

"The proposal will be discussed next month by the Penang Port Consultative Committee, comprising stakeholders such as Penang Freight Forwarders Association (PFFA), Penang Importers and Exporters Association, Chambers' of Commerce, Federation of Malaysian Manufacturers, Association of Malaysian Hauliers (northern chapter) and shipping agents.

"We are targeting mid-2012 for the implementation of the new tariffs," he said. However, he declined to comment on the quantum of the proposed increase, saying that it would be reasonable. Obaid said the new tariffs would enable Penang Port to continue providing competitive pricing and quality services, and help improve its position as one of the the top 100 container ports in the world. Penang Port now ranked 99th, up one notch from the 100th position held a year ago. From January to September, NBCT handled 886,607 20-ft equivalent units (TEUs) of container, which is an 8% increase from the same period a year ago. Non-containerised or break-bulk cargo amounted to about 7.6 million

tonnes, a drop of 1% previously. This business is expected to contribute 25% of Penang Port's revenue this year compared with about 35% in 2010. "Although the global economy is weakening, intra-Asian trade is still active, generating the demand for cargo handled at Penang Port," Obaid said. Meanwhile, PFFA president Krishnan Chelliah declined to comment on the proposed increase in port tariffs. "Let us know a bit more details about the hike before commenting further," he said.

On a separate matter, Krishnan said PPC had temporarily lifted the extra charges imposed on loose cargo loads. He explained that from Oct 1-4, some container freight station operators had raised handling charges for loose cargo loads to RM12 from RM8. Loose cargo loads comprise about 20% of the cargo handled at Penang Port. "This was done without consulting PFFA and PPC. The latter had ordered the freight station operators to suspend the charges and refund them until discussions are held with PFFA," he said. **Source : PortNews**

## Hallin's Windermere Joins the Royal Australian Navy



Australia's Minister for Defense Stephen Smith and Minister for Defense Materiel Jason Clare have announced that the Royal Australian Navy (RAN) will lease the subsea operations vessel Windermere from Hallin Marine, a Superior Energy Services company, to reinforce the RAN's amphibious capability during the Australian region cyclone season which commences in November.

**SOV Windermere** The vessel was chartered through P & O Maritime Services in a A\$9.4 million contract. The **Windermere** is being chartered from 14 October 2011 to 31 January 2012 with the option of extending to the end of February 2012.

Designed and built to Hallin's specification, the Windermere was launched in 2010 and the

vessel is capable of supporting 100 passengers plus 20 crews. Facilities on board include a 700 m2 deck plus an elevated helipad at the bow.

The **Windermere** will operate as part of a three-vessel fleet including **HMAS Choules** which is scheduled to arrive in December and **HMAS Tobruk** which is currently being prepared for duty. The Windermere will form a key element of the RAN's humanitarian relief obligations, operating as an accommodation support vessel in support of the RAN activities.

Windermere is the second of two vessels from the Hallin fleet to be mobilised to Australia with the Carlisle already operating off Western Australia on the Gorgon Development and has the versatility to provide additional subsea and saturation diving services if required. The 2011 to 2012 Australian region cyclone season is an event in the ongoing cycle of tropical cyclone formation. It will officially start on 1 November 2011 and end on 30 April 2012. Tropical cyclones in the region are monitored by the Australian Bureau of Meteorology in Perth, Darwin, and Brisbane; TCWC Jakarta in Indonesia; and TCWC Port Moresby in Papua New Guinea.



The **HILDE K** seen arriving in Willemstad (Curacao)

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

## **Ships divert from strike-bound Durban, but workers said to be returning**

SHIPS are said to be diverting from Durban in the face of a dock strike at Pier 1, provoked by the introduction of new work practices by the state port operator Transnet. But Transnet spokesman Mboniso Sigonyela also said workers were slowly returning to work. Malcolm Sodalay, spokesman for the South African Association of Freight Forwarders said the situation would soon have a have a "major impact on the freight industry", adding that "there is also a risk that some ships will not be able to wait while it is resolved." No concrete figure of affected ships has been released, but Transnet and the SA Transport and Allied Workers Union (Satawu) said the strike has led to "a temporary suspension of activities due to operational issues within the terminal". **Source : Schednet**



Above seen the **SK LINE 106** at West Jurong anchorage. The vessel was inspected to tow the Rowan Drilling **J.P.BUSSELL** from Singapore to offshore Vung Tau, Vietnam. **Photo : Capt. Jan Dubbeldam (c)**

## APM Terminals acquires container terminal at Gothenburg for 25 years

APM Terminals has acquired the Skandia Container Terminal at the port of Gothenburg in Scandinavia for an undisclosed sum with a 25-year concession from port authorities. "The Skandia Container Terminal has an unbeatable geographical location to serve industry throughout Scandinavia and the Baltic Region. Sweden is a major exporting country, has a manufacturing industry, and the Swedish economy is growing. This is a good place to invest," Martin Poulsen, CEO APM Terminals Europe Region, was quoted as saying in a report by Seatrade.

The terminal operator plans to invest US\$115 million over the next five years in the facility to equip it, among other things, with three super post-panamax cranes. Other investments include expansion of the rail terminal and 10 new straddle carriers. The deal is subject to approval from the Swedish Competition Authorities. The planned transfer of management and operations is expected in the first quarter of 2012.

Last year, the Skandia Container Terminal handled around 800,000 TEU, which it said to be equivalent to around 60 per cent of the Swedish market. **Source : Schednet**



The **CITY OF AMSTERDAM** seen moored alongside on the Tyne 10/10/11. **Photo : Derrick Johnson (c)**

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



Above seen the **EENDRACHT** entering the river Tyne 10-10-2011 - Photo : Derrick Johnson (c)

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