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HAL's 2000 built cruise liner **AMSTERDAM** seen turning into Keppel (Cruise) Bay (Singapore) yesterday morning for a stop over of two days in Singapore, the liner which is at present on the **2011 Grand ASIA & AUSTRALIA Voyage** arrived from Nha Trang (Vietnam) and departed this morning from Singapore with destination Jakarta (Indonesia) followed by Semarang and Bali later this week before heading for Australia

Photo's : Piet Sinke ©

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Boven een foto van het leerjaar **5TD** van de **Mercatorschool** te Oostende gedurende een week vaarstage aan boord van Loodsboot 6 met kapitein **Steve Heymans** en begeleider **Dirk Geirnaert** .

Toch weer 2 Vlootmaatschappen voor rederij Flinter

'Buitenkansje' door overname afbestelde Duitse schepen

De Barendrechtse rederij Flinter gaat dit jaar toch weer twee vrachtschepen via een Vlootmaatschap aan haar vloot toevoegen. In een Vlootmaatschap kunnen particulieren dankzij een crisismaatregel van het kabinet - de Tijdelijke

Willekeurige Afschrijving-regeling (TWA) - tegen aantrekkelijke voorwaarden mee investeren in nieuwbouwschepen. De inschrijving voor de eerste van de twee Vlootmaatschappen, de **Flinter Tide**, wordt vandaag open gesteld.

"We hadden het voor dit jaar eigenlijk niet meer verwacht", aldus CFO en projectleider Reinder van der Veen van Flinter. "Maar doordat een Duitse rederij twee in aanbouw zijnde schepen niet kon afnemen, konden wij ze tegen aantrekkelijke condities overnemen. Een goede investering voor onze rederij, maar zeker ook voor de particuliere mee-investeerders. Dankzij de TWA krijgen zij bij een investering van 15.000 euro dit jaar, de komende twee jaar 23.142 euro van de Belastingdienst terug. Uiteindelijk leidt dit dan tot een geschat rendement van ruim 9.500 euro én een maximaal risico van 751 euro. Het klinkt te mooi om waar te zijn, maar het is toch echt zo. De Belastingdienst heeft de TWA-regeling voor de **Flinter Tide** op 31 augustus 2011 schriftelijk gegarandeerd."



De **FLINTERSTREAM**

MS Flinter Tide, die in de komende Vlootmaatschap zit, wordt door de China Dongfang Shipbuilding Group in het Chinese Zhejiang gebouwd. Deze scheepswerf bouwde eerder al vier van dit soort schepen. Bijzonder aan de **Flinter Tide** is de energiezuinigheid van het schip. Het verbruikt 25 procent minder brandstof dan vergelijkbare schepen. Met 8.000 ton, 128 meter lengte, twee eigen kranen en grote open box-shaped ruim is de **Flinter Tide** uitermate geschikt voor projectladingen zoals jachten en (delen van) windmolens en boorplatforms. Daarnaast is het een echt multipurpose-schip. In het ruim zullen ook hoogwaardige volumegoederen, zoals papier, hout en cellulose vervoerd gaan worden. Door in het ruim schotten te plaatsen kan echter ook bijvoorbeeld graan meegenomen worden. Aan dek kan zware lading zoals rollen staal meegenomen worden. De combinatie van eigen kranen en het feit dat de **Flinter Tide** volgens de hoogste Zweeds-Finse ijsklasse wordt gebouwd, betekent dat ze het hele jaar door wereldwijd ingezet gaat worden. De oplevering staat gepland voor januari 2012.

De Vlootmaatschap is een door PwC bedachte constructie, die gebaseerd is op een crisismaatregel van het kabinet: de Tijdelijke Willekeurige Afschrijving-regeling (TWA). Hierdoor wordt het voor particulieren met een inkomen in de 52%-schijf interessant om in de nieuwbouwschepen van Flinter mee te investeren. Door de TWA mag er namelijk versneld worden afgeschreven. En omdat een groot deel van de schepen met vreemd vermogen is gefinancierd, kan de participant meer afschrijven dan alleen het eigen vermogen dat hij of zij zelf heeft ingelegd. In het geval van de **Flinter Tide** betekent dit dat iemand die in 2011 15.000 euro investeert, dit en volgend jaar 23.142 euro van de Belastingdienst terugkrijgt. Van der Veen: "Dat is een aantrekkelijk onderdeel van de regeling, waardoor je weer snel over je geld kunt beschikken. Maar vergeet niet dat er ook een belastinglatentie is van 8.893 euro, die je bij verkoop van je aandeel in het schip (na negen jaar) moet betalen. Belangrijker is echter dat dit een solide investering is met een geschat rendement van zo'n 9.500 euro én een maximaal risico van 751 euro." Voor de **Flinter Tide** zijn 693

participaties van 5.000 euro elk beschikbaar. De minimale afname is drie participaties en inschrijven kan tot en met 7 december 2011.

Flinter is in 1989 klein begonnen met een kustvaarder van 3.000 ton, genaamd '**Flinterborg**'. Inmiddels is Flinter uitgegroeid tot de vijfde rederij van Nederland met ongeveer 450 werknemers, vestigingen in Rotterdam, Antwerpen, Helsingborg en Helsinki en meer dan 50 schepen in eigendom of in beheer.

De meeste schepen van Flinter varen onder Nederlandse vlag en vallen dus onder Nederlandse maritieme wetgeving. De schepen zijn goed onderhouden en verkeren daardoor in een uitstekende staat. De schepen voldoen daarbij aan de hoogste veiligheids- en milieueisen, hebben een hoog opgeleide bemanning en kennen een goede walorganisatie. Flinter is wereldwijd actief en heeft vaste vaarroutes in en naar Europa, Noord- en Zuid-Amerika en Afrika. Jaarlijks wordt meer dan vijf miljoen ton lading vervoerd. Uiteraard van haven tot haven maar ook in toenemende mate van deur tot deur.

Uitgebreide informatie over Flinter en de Vlootmaatschap is te vinden op: www.flinter.nl of www.vlootmaatschap.nl



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The **NEDLLOYD DE LIEFDE** seen moored at the West Africa Container Terminal" in Onne, Nigeria.

Photo : Jan Pieter Honkoop ©

Tanker values offer investment opportunity

As evidenced by plenty of recent deals done by ship owners around the world, including many Hellenic owners, tanker values have retreated to such levels, that are pretty much irresistible, despite the short-term challenges that the tanker market is faced with. In a recent report, CR Weber said that a VLCC was recently reportedly sold for \$29.4 million. It was the VLCC Saga Unity (298,920 DWT, Built 2000) and the quoted price represented a fall of 53% from the same unit's previous sale price of \$62 million some 18 months ago. According to the shipbroker, this sale illustrates the kind of pressure tanker values have come under since earnings trailed off from the rally of the first half of 2010.

"The fresh low has stirred fresh fear among market participants that further corrections may be forthcoming – particularly given the spectre of bankruptcies. These fears are certainly not unfounded. However, there are reasons to believe that tanker values may be at or near their trough – or at least close. Firstly, newbuilding prices are unlikely to descend below the \$100m mark. Indeed, this week 3 VLCC orders were contracted at Hyundai for delivery in 2013 at a price of \$100m each. Relative to pre-financial crisis steel/newbuilding price correlations, a \$100m order price actually represents an attractive discount.

Moreover, a number of offshore oil production projects – particularly in Brazil – are likely to boost demand over the next 18-24 months for quality mid/late 1990s-built VLCC tonnage for FPSO conversions which should limit value losses to levels which are above demolition values (recently about 18%). The sale price of the aforementioned VLCC unit was ~24% above its estimated current demolition value" said CR Weber. In a separate market report, Fearnley's said, commenting on market activity, that "a continuing demand for VLCC coverage combined with what can only be described as a strong effort on the part of shipowners to push rates higher has now resulted in higher rates being seen in the VLCC market this week. An important negative side for owners, however, is that rising fuel prices took a sizeable piece of the increased earnings these higher rates should have provided, and de facto net earnings for owners on most main industry VLCC routes are still far below what owners need to break even. It appears that most MEG stems for the first ten days of November are now covered, and charterers are presently holding back in hopes of trying to cool owners' passions for ever higher rates. The next few fixtures will indicate whether charterers or owners will win out in this perpetual struggle, but certainly the

size of the position list seems to favour the charterers. The week got off to a firm start for Suezmaxes both in WAF and in the Med/Bsea, but due to a more than ample supply of tonnage in WAF for the first ten days of November, charterers were able to assert considerable downward pressure on rates in this area. We also expect Bsea rates to slide even though we still envision further delays in the Turkish straits. In the Aframax sector we saw rates decline for Nsea liftings as a result of little early November activity and a growing position list. The same was true for Aframax trading in the Med/Bsea where tonnage started to build up as a result of less cargo availability. In the Caribs upcoast voyages are being fixed at the ws110, which is well down from last week's levels" said Fearnley's.

Meanwhile, referring on other tanker segments, CR Weber had provided some insight on the recent concerns raised by the Turkish authorities, regarding the transition of hazardous cargoes through the Bosphorus Straits. In fact, last month, the Turkish authorities shut down the straits for a few hours to allow authorities to simulate a tanker crashing into a passenger ferry in order to conduct response exercises. More recently, it was announced that hazard restrictions – which already limit tanker transits to daylight hours – would be extended to containerships. "With tanker delays already as high as 6 days this week, the news saw charterers rush to fix cargoes and prompted significant gains to both Suezmax and Aframax rates in the Black Sea-Mediterranean market, with voyage earnings on these classes rising to \$32,000/day and \$43,000/day, respectively. Such earnings should not be expected to become a new norm, but if persistently longer delays do become the result of the containership restrictions, even after a rebalancing of tonnage from other geographic markets materialises it would be reasonable to expect that earnings will see some, albeit minor, improvements above what would otherwise be expected on the back of normal seasonal factors. VLCCs could find extra duty on the trans-Atlantic run from West Africa, freeing up more Suezmax tonnage to service the Black Sea market. This would moderate Suezmax rates but also help in bringing the Middle East market closer to equilibrium. Similarly, many of the spare Aframax units which flooded alternate markets after the cessation of Libya's oil supply are likely to ballast towards the Black Sea/Mediterranean market where earnings are now stronger. This will obviously cause a correction of rates there, while allowing a rise from the dismal earnings the alternate markets have seen in recent weeks. Even with such rebalancing, there is still the likelihood that weather issues at the Turkish straits will compound any delays emanating from the new restrictions, creating greater volatility and stronger rallies during their isolated occurrences" concluded CR Weber. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



Beside HAL's **AMSTERDAM** as mentioned above, herewith another ship named **AMSTERDAM** in this clippings, the tug is built as the **ALICE M MORAN** in 1966, was transferred to United Towing and named **STATESMAN** in 1969, in 1973 renamed in **STATESMAN I**, and in 1977 renamed again in **STATESMAN**, in 1978 the tug which is powered by four V16cyl La Grange type 16-567BC2 with a total output of 9600 hp was sold and renamed **SALVANGUARD**, and she got her present name in 1986 and is based in Bahrain – **Photo : Jim Killen ©**

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The **FJORD** seen off Curacao enroute the Megapier for bunkers
Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

SALVANGUARD ENROUTE CIGADING



The **SALVANGUARD** seen hooking up to the **POSTOJNA** at the Santos (Brazil) anchorage, There was a bit of a swell in the anchorage which made things a little interesting according [Capt Neil Johnston](#), The **SALVANGUARD** will tow the **POSTOJNA** to Cigading in Indonesia. She has rudder damage and is loaded with 44000 t of sugar

Photo : Capt Neil Johnston – Master Salvanguard ©



Defensive action when an anti-suit injunction is not available

The maritime industry is well used to navigate English law which is the chosen legal system for the major part of the industry. The English courts and London arbitration are much used to solve disputes and one of the features of the English legal system is the anti-suit injunction which is a powerful weapon when an opponent chooses to ignore that a charter party or bill of lading includes a choice of law and venue clause. The anti-suit injunction can help compel an opponent (typically a cargo claimant) to refrain from starting or continuing a legal action before the courts outside England (typically in the country of discharge where cargo claims are involved). In order to achieve legal certainty, it must be preferable to compel, as far as possible, claimants against vessel to comply with agreed choice of law and venue clauses. The availability of the anti-suit injunction was, however, limited somewhat when the European Court of Justice (ECJ) a couple of years ago handed down its decision in the so-called “**Front Comor**”. In The “**Front Comor**”, the ECJ held that an English Court could not grant an anti-suit injunction to protect English arbitration proceedings against Italian proceedings. To uphold the anti-suit injunction would be contrary to the general principle in Regulation (EC) 44/2001 that every court seized (within the EU) itself was to determine whether it had jurisdiction to resolve the dispute before it. The prohibition against the anti-suit injunction is relevant only within the EU - the anti-suit injunction can still be used as before against parties taking action before courts outside the EU. The ECJ made its decision in The “**Front Comor**” in the context of an action taken by the Italian terminal operators against the Vessel owners before the Italian courts. The vessel owners applied for an anti-suit injunction against this but this was denied when the ECJ handed down its decision. Nothing barred the vessel owners from commencing arbitration in London and here the owners applied to the arbitration tribunal for a declaration of non-liability. In advance of the conclusion of the Italian court proceedings, the London arbitration tribunal made a declaratory award in favour of the vessel owners and in The “**Front Comor**” (No 2) the vessel owners applied to have the English arbitration award (declaring that they were not liable) converted into a judgment (which is possible under the Arbitration Act). They wanted to do this so that any subsequent Italian judgment would not be enforced by the English courts. The EC Judgments Regulation provides that a judgment will not be recognised if it is “irreconcilable with a judgment given in a dispute between the same parties in a Member State in which recognition is sought”. The English court accepted that there was a right to have the award converted into an enforceable judgment as this contributed to the claimant securing the material benefit of the award. On the other hand, this option would not be available if the Italian Court had made its decision prior to the London Arbitrators - in that situation the English courts would be barred from allowing an incompatible award to be converted into a judgment. There is consequently still a “race to the court” or, rather, a “race to the tribunal” which can be relevant. Certainly, there is a “race to the finish” and get a decision before the other party does the same. With this being the situation, the urgency to get a decision in one’s own favor may therefore, in itself, deter some claimants who would otherwise commence legal action in a jurisdiction where the courts are slow. It goes without saying that until the foreign EU court (i.e. a court in an EU country) has made its ruling, the London arbitration award can be presented to that court for any persuasive force it may have. The court is, however, under no obligation to decide its case in accordance with the London arbitration award.

The simple existence of the award is perhaps unlikely to lead the foreign EU court to decide the jurisdictional and other issues differently as far as its own jurisdiction is concerned, but it may be that an award could nevertheless at least be enforced in some way via the New York Convention (the opponents may themselves have assets outside an EU country), and in any event it could make matters sufficiently complicated and costly and help to persuade cargo claimants to drop the matter. Within the EU the situation would presumably be that the English award having been converted into a judgment before an EU court makes its decision would bar the recognition in any other EU country of any contrary judgment. The cargo claimant would therefore have little use outside its home EU jurisdiction for any judgment it may obtain. This method may, at the very least, prevent enforcement of EU-originated proceedings in England and this can therefore be especially relevant where the a vessel owner is domiciled in or has assets in England and perhaps also where a P&I club LOU has been provided (most P&I Club LOU’s are made subject to English law & jurisdiction). It is an open question whether vessel owners elsewhere will have any real or practical benefit from this solution but some benefit can perhaps be gained : a party pursuing a claim against a Vessel owner must be made to understand that where ever they seek to enforce their own judgment (outside their home jurisdiction at least) they will be met with the fact that the vessel owner will be able to show up anywhere with an arbitration award in his favour obtained on the basis of the agreed choice of law and venue. This could be a very persuasive factor in countries outside the EU and certainly it would expose opponents to far from easy ride to enforcement – trying to enforce competing decisions is likely to attract disproportionate costs. This does not escape the risk in the EU home jurisdiction

where a judgment is obtained : if the foreign EU court end up with a result different form the London arbitrators, then the vessel owners will continue to be at risk when calling in that EU jurisdiction. Whether or not this is significant will of course depend on circumstances such as usual trading area for the vessel, location of owners' assets etc. This way of defeating a legal action before a court in an EU country is not in itself an option which can be used without caution. It is, of course, an option which will have to be considered but a number of factors will have to be taken into account such as the amount in dispute, the costs of the arbitration as well as the litigation in the foreign EU court, whether the courts in the foreign EU court can be expected to decide quickly or not, etc. **Source: Skuld**



Above seen the 1983 built PAN flag tug **COURBET** towing newbuilding **CASCO 1216** (Damen Bergum yard number **9413**) offshore Malta on Friday 28th October, 2011 on her way from Sulina towards Harlingen, The Netherlands, a trip brokered by **Westcoasting Offshore Services BV/Herbert Westerwal**

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

Alaska boat captain arrested for drunken driving

The captain of a supply boat was arrested on suspicion of drunken driving after his vessel ran aground early on Thursday in Anchorage's small-craft harbor, police said, Reuters reports. It appears to be the first case of an alcohol-related marine accident at the port of Anchorage in recent memory, said Lieutenant Dave Parker of the Anchorage Police Department. The vessel, a 53-foot cargo craft, was steered up onto the harbor's concrete boat ramp, where it was left "high and dry," Parker said. On its way into port, boat also appeared to have struck and damaged an offshore piling, he said. A blood-alcohol test of the captain, Albert Anderson, 57, revealed he was at least one-and-a-half times the legal limit for operating a motor vehicle or water craft, Parker said. Police are treating the case as a routine drunken-driving incident, albeit one that does not involve a car, he said. No oil spilled and there were no injuries from the accident, Parker said. **Source : PortNews**

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SOUTH AFRICAN NATIONAL CADET TRAINING PROJECT GAINS MOMENTUM



On Tuesday, 25 October 2011 South African Maritime Safety Authority (SAMSA) together with the South African Maritime Training Academy (SAMTRA) bid farewell to 16 Cadets who will be going to sea to complete their training as Seafarers. The Cadets (NAMES) are part of the SAMSA CADET PROGRAMME which is in line with the SAMSA skills development programme. Following the launch of the SAMSA sponsored cadet project earlier this year, the



number of reputable companies participating in the project has continued to grow to the extent that the 2011 intake of cadets has been fully recruited. The objective of the project is to obtain training berths with reputable companies on the basis that these companies bear no training costs, other than victuals, whilst providing training to South African cadets. The benefit to these companies is that once qualified as Officer of the Watch in full compliance with International Maritime Organisation's (IMO) Standards of Training, Certification and Watch Keeping for Seafarers (STCW) regulations, these cadets are available for employment by these same participating companies. Safmarine container Lines, Smit South Africa, Columbia Ship Management, Klaveness Ship Management, Bernhard Schulte Ship Management, Odfjell Makana, and Seaspan Corporation, DAL/Essberger and Amistad ERRV are current participants in the project and making a significant contribution to its success. Feedback on the cadet's performance, motivation and commitment has thus far been very positive.



Another photo of HAL's **AMSTERDAM** arriving at the Singapore cruise terminal yesterday morning

Photo : Elizabeth Sinke ©

NAVY NEWS

New Missile Craft for Egypt Delivered

The first of four new fast missile craft for Egypt was dedicated Oct. 25 at a shipyard in Pascagoula, Miss., and the ship's name was announced. The **S. Ezzat** is named after Soliman Ezzat, the admiral who founded and led the modern Egyptian Navy from 1953 to 1967, shipbuilder VT Halter Marine said in a press release.

Construction of the ship began in a newly built fabrication facility at VT Halter in November 2009 under a U.S. Navy Foreign Military Sales program managed by the U.S. Navy's Naval Sea Systems Command. The original contract for the program was awarded to VT Halter in November 2005. Since then, the U.S. has awarded the shipbuilder more than \$800 million for the ships.

Also known as the **Ambassador III class**, the stealthy, 550-ton ships are 207 feet long. They are powered by three MTU diesels and designed for a top speed of 41 knots. The ships are armed with eight Harpoon surface-to-surface missiles and an OTO Melara 3-inch gun, with self-defense provided by a Rolling Airframe Missile launcher and a Close-In Weapon System Block 1B. They are designed to operate at sea for up to eight days.

The Egyptian Navy operates several classes of fast missile ships, built in the Soviet Union, Germany and Britain, but the last was delivered in 1982. The **Ezzat** is expected to leave Mississippi for Egypt during 2012. Construction continues on the other three ships: **F. Zekry**, **M. Fahmy** and **A. Gad**. The last ship is contracted for delivery in December 2013. **Source : Defense News**

TEG DURING YARD TRIALS



Project 11356 frigate INS **Teg** (stands for "saber") which is the first ship of the second trio built for Indian Navy by Russian Yantar shipyard sailed off on Sept 1 to start sea trials in the Baltic Sea, said the yard's press secretary Sergei Mikhailov. "After completion of mooring trials, frigate **INS Teg** will head for the Baltic Fleet via Kaliningrad seaway canal in order to pass sea trials right up to December", he said.

The Yantar's spokesman pointed out that "the state commission had recently accepted main propulsion plant and affirmed that all systems and mechanisms operate normally". "Now they will be tested in various conditions at sea", added Mikhailov.

The frigate's crew numbers 95 officers and enlisted servicemen of Baltic Fleet; trial team of the shipyard's specialists is also on board.

All three Project 11356 frigates of the second parcel will be delivered to Indian Navy with delay, reports ARMS-TASS. According to the \$1.5 bln Russo-Indian contract signed in 2006 for three Project 11356 Talwar class frigates, the ships were supposed to be delivered in Apr 2011, Oct 2011, and Apr 2012. However, Russian state-led company Rosoboronexport informed Indian party in Aug 2011 that the deliveries would be delayed. The first and second ships will be delivered with 12-month delays, and the third one – with a 14-month delay.



In particular, **INS Teg** laid down at Yantar shipyard in mid-2007 is planned to join Indian Navy early in 2012. Other two frigates – **INS Tarkash** (stands for "quiver") and **INS Trikand** ("bow") – are under completion. Delivery date of **INS Tarkash** is also 2012, and **INS Trikand** – 2013.

JSC Yantar Shipyard was founded on July 8, 1945. The yard is specialized in construction of small- and middle-tonnage commercial and military vessels, as well as ship-repair works. It has built 154 warships and over 500 commercial vessels. Currently, major shareholder of JSC Yantar is state-led company JSC United Shipbuilding Corporation. **Source : RusNavy - Photo's – via Konst**

See the frigate **TEG** making 27 knots at :

http://www.youtube.com/watch?feature=player_embedded&v=PNQexHdFfE4



The Belgian MCM **M 917 CROCUS** seen at the Westerscheldt River – **Photo : Henk de Winde ©**

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SHIPYARD NEWS

CSD AMBIORIX LAUNCHED AT IHC-MERWEDE

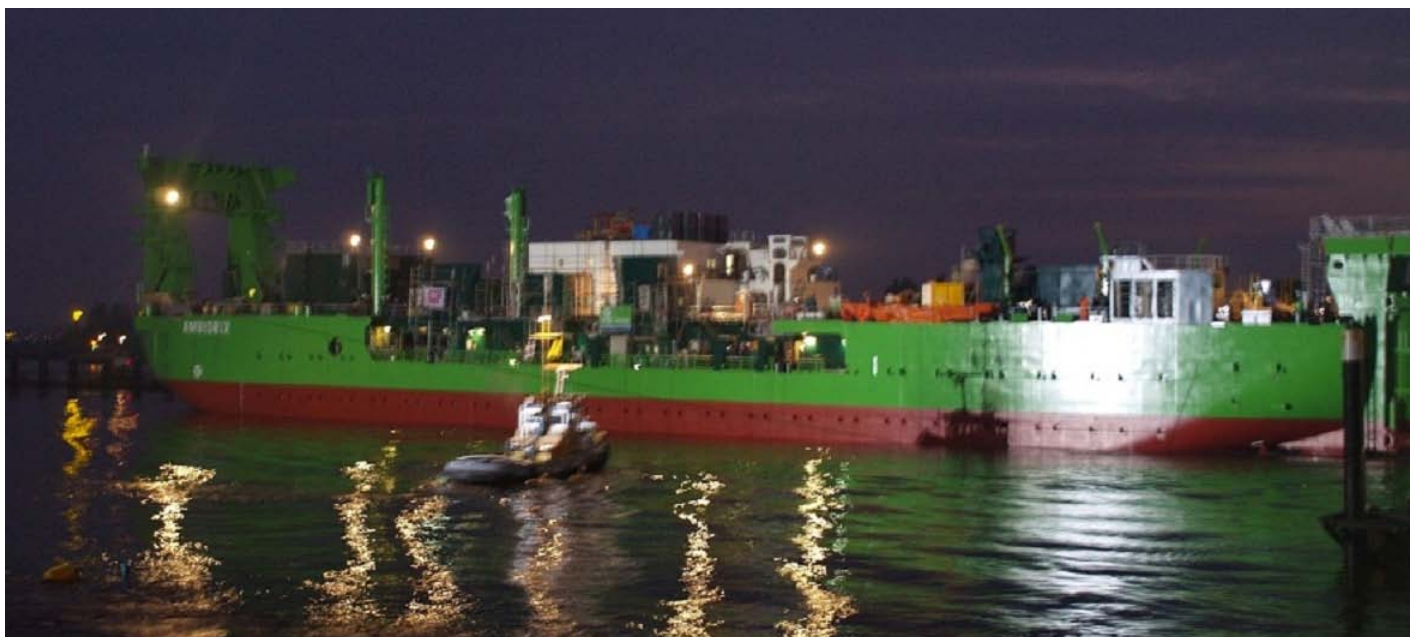


Photo top : **Jaap Pameyer**
<http://www.fotorondleiding.nl> ©

At the IHC-Merwede yard in Hardinxveld-Giesendam (The Netherlands) the newbuild **CSD AMBIORIX** was launched, this launch was most probably also the last launch at the IHC-Merwede yard in Hardinxveld-Giesendam, the new dredger will be fitted out at the IHC Merwede yard in Krimpen aan den IJssel.

Photo left : **Jan van Heteren** ©

Photo below : **Jacqueline Verkaik** ©



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Above seen the **AMERICABORG** moored in Aarhus loading wind turbine parts with destination Thunder Bay
Photo : Nick Bolt – Wagenborg Shipping ©

DryShips Announces Signing of \$141 Million Loan Facility for Four Tankers

DryShips Inc., a global provider of marine transportation services for drybulk and petroleum cargoes and off-shore contract drilling oil services, announced the signing of a \$141 million syndicated secured term loan facility to partially finance the construction costs of the tankers Belmar, Calida, Lipari and Petalidi. The Lead Arrangers are The Export-Import Bank of Korea (Korea Eximbank) and ABN AMRO Bank.

George Economou, Chairman and CEO, commented: "We are pleased to announce the signing of this loan facility with Korea Eximbank and ABN AMRO. Following the signing of this loan facility the next four tankers that deliver in the fourth quarter of 2011 and the first half of 2012 are now fully financed. With credit markets tightening across the globe, the fact that we secured bank debt on competitive terms is a testament to the relationships built over the years. We will continue to leverage these relationships in our endeavors to finance the remaining drybulk and tanker newbuilding programs." DryShips Inc. is an owner of drybulk carriers and tankers that operate worldwide. Through its majority-owned subsidiary, Ocean Rig UDW Inc., DryShips owns and operates 9 offshore ultra deepwater drilling units,

comprising of 2 ultra deepwater semisubmersible drilling rigs and 7 ultra deepwater drillships, 3 of which remain to be delivered to Ocean Rig during 2013. DryShips owns a fleet of 34 drybulk carriers (including newbuildings), comprising 7 Capesize, 25 Panamax and 2 Supramax, with a combined deadweight tonnage of over 3.2 million tons, and 12 tankers (including newbuildings), comprising 6 Suezmax and 6 Aframax, with a combined deadweight tonnage of over 1.6 million tons. **Source: DryShips Inc.**



Seen in Kholmsk (Sakhalin) the IBSV **Pacific Endurance** which can operate in 4 mtr Polar pack ice.

Photo : Pieter C Holtes - Global Maritime MWS ©



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Antwerp and Chongqing agree on maritime port links and training

EUROPE's second largest port of Antwerp has entered into agreements with China's fastest growing urban centre of Chongqing for training purposes and to create trade partnerships following its launch of a rail freight service in May between the cities. Port of Antwerp Authority's training subsidiary, APEC, is to follow on from its work training in China and around the world, in a five-year deal with the Chongqing International Freight Forwarders Association to train Chinese maritime professionals.

It has held agreements with Dalian Maritime University, and in 2010 signed agreements with the Ministry of Transport, Dalian Port Corp, Guangzhou Port Authority and the Shanghai International Shipping Institute. It offers tailor-made training and seminars for around 600 maritime professionals from 65 countries in the world and trained a total of 2,800 Chinese specialists. This agreement once more demonstrates the value that the international shipping world attaches to the unmatched experience and know-how that we have available within the Antwerp port community," said Port Authority chairman Marc Van Peel, cited a report from Newark's Journal of Commerce. The authority also signed a Memorandum of Understanding with the Chongqing Port & Navigation Administration Bureau to cement the two cities

link with the regular exchange of information, joint marketing and promotion activities to attract investment to each other's port and city. **Source : Schednet**



The TSHD **Lelystad** past the equator 27 October 2011 and was visited by **NEPTUNE** as can be seen above

Seago Line to relaunch direct Morocco-Russia service

THE seasonal citrus sea service 'Marus Express' (Maroc-Russia Express) initiated a year ago by Maersk Line is to be re-launched, according Alphaliner. The Morocco-Russia direct service will connect Casablanca and Agadir to St Petersburg and returns via Bremerhaven. Agadir is the main gateway for Moroccan citrus exports. The 'Marus Express' will be the only direct container service connecting Morocco to Russia and it will turn in three weeks with three ships of 868 TEU, the Ruth, Mistral, and Annabella. The Morocco-Russia trade is usually covered by transshipment, according to the publication's records.

The first sailing is scheduled to depart from Agadir on November 5. The 'Marus Express' will add to the long-established Morocco-North Europe KNSM service, connecting Rotterdam, Bremerhaven, Helsingborg, Copenhagen, Bremerhaven, Antwerp, Casablanca, Agadir, Rotterdam, with three ships of 860 TEU. **Source : Schednet**



BELGIUM BONUS



The **2011 ABN AMRO Ambassadors' Cup** was claimed by the Belgian team boat in a competitive, but good natured days racing on Saturday, 22 October. The event saw 41 boats with envoys from 34 countries challenge in the 12th edition of the event at **Changi Sailing Club** in Singapore.

The Belgian Team led by His Excellency **Roland Van Moortele** on team boat '**Tantrum**', held off the challenge of second placed Brazil on '**Jock**', and third place, Netherlands on '**Power Partners**'.

The hot sun, easterly light & shifty winds did not dampen the high spirits of the Ambassadors' and Sailors as they battled the difficult conditions to finish the Race. '**Tantrum**' with the Belgium Ambassador, '**RikiTikkiTavi**' with European Union on board and '**Power Partners**', with the Dutch Ambassador had, by far, the best start and pulled away from the fleet in no time. '**Judy**' (India) and '**Magic Dragon**' (Hungary) put up their best performance but were unable to get near the top three boats who were keeping their ground.

After 2.5 hours of hard racing with a lot of fun too, it became clear that this year's winner, on corrected time, was **Tantrum**, with the Belgium Ambassador on board.

The **Ambassadors Cup** is the only regatta of its kind and has been gaining steady and increasing support from all the Ambassadors and teams who contribute to one of the best days sailing on the Singapore calendar. After the challenging race, all the participants were treated to exotic cocktails, sumptuous food and entertained by a spectacular jazz band throughout the evening. And all this in a beautiful al-fresco setting by the beach under the stars!



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MARITIME ARTIST CORNER



"Pilot boats at Maaspilot Station"

The latest watercolour made by [Ronald van Rikxoort](http://www.artabc.nl) - www.artabc.nl

BOEKBESPREKING

Door : Frank NEYTS

"That Curious Fellow: Captain Basil Hall R.N."

Bij Whittles Publishing verscheen onlangs een interessant boekje onder de titel "[That Curious Fellow: Captain Basil Hall R.N.](#)". Het werd geschreven door James McCarthy. Zoon van een wetenschappelijk gezinde Schotse aristocraat, vervoegde Basil Hall in 1802 al op dertienjarige leeftijd de Royal Navy. Zijn eerste ervaringen in Amerika en Spanje, net als zijn reizen in India en het Verre Oosten werden op papier vastgelegd. Heel bekend is zijn interview met Napoleon, toen deze op St. Helena gevangen zat. Captain Basil Hall was een vertrouwdeling van heel wat gekende auteurs van toen, waaronder Sir Walter Scott en Charles Dickens. Al vlug werd hij bekend om zijn energie en zijn curiositeit en werd zelf een populair schrijver van avonturen- en reisverhalen. Als amateur wetenschapper droeg hij in belangrijke mate bij tot de nautische astronomie, geologie en maritieme technologie, dit als 'Fellow' van zowel de Royal Society als van de Royal Society of Edinburgh. Sir John Herschel, Mary Somerville en Sir Humphrey Davy behoorden tot zijn 'wetenschappelijke vrienden'.

Een fascinerend boek dat iedereen die interesse heeft voor nautische geschiedenis, ontdekkingsstochten, reizen, wetenschappelijke ontdekkingen en historische biografieën zal aanspreken.

"That Curious Fellow: Captain Basil Hall R.N." (ISBN 978-184995-033-6) werd als softback uitgegeven en telt 192 pagina's. Het boek kost £18.99. Aankopen kan via de boekhandel of rechtstreeks bij de uitgeverij Whittles Publishing, Dunbeath, Caithness, Scotland, UK. Tel. +44 (0) 1593.731.333, Fax. +44(0) 1593.731.400, e-mail: info@whittlespublishing.com

.... PHOTO OF THE DAY



Above seen HALLIN Marine's vessel **WINDERMERE**. She was mentioned in an earlier Newsclippings as being chartered by the R.A.N to cover their emergency plans for this summer period around the Australian coast. She is seen here arriving in Sydney 29th Oct proceeding up harbour to White Bay to take on bunkers prior to shifting to the Garden Island naval base. **Photo : Ian Edwards - www.shipphoto.com.au ©**

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