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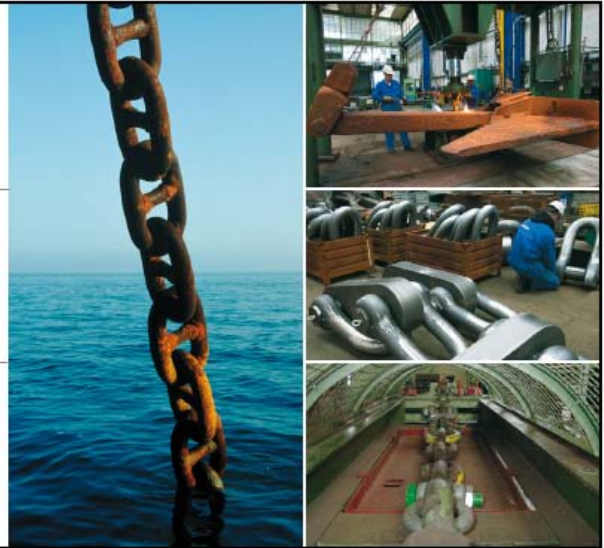
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**AVRA's tug SOUTH seen operating in the Baydaratskaya Bay – Photo : AVRA Towage ©**

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The KNRM Terschelling lifeboat **ARIE VISSER** – Photo : Bert Bot ©

## VOSTA LMG presents GREENFORCE ball joint at Europort



VOSTA LMG is presenting a new, patented ball joint design at the Europort exhibition in Rotterdam. The revolutionary new design, based on the company's 'GREENFORCE' technology, provides full wear liner protection and will result in less power and fuel consumption and reduced CO2 emissions. The company says it will also result in less wear and can be used with a self-lubricating bearing system, avoiding the need for grease.



"In the past 40 years little has changed in the design of ball joints for the dredging industry," said the company. "As an experienced supplier of ball joints, VOSTA LMG has identified several improvement points. "One of these points is the metal to metal bearing area. The grease required for these bearings will end up in the maritime environment.

"The GREENFORCE ball joints enable the use of a modern, self-lubricating bearing system. "The flow pattern inside the ball joint also provides room for improvement. VOSTA LMG has managed to substantially reduce the flow resistance, turbulence and flow speed, which caused loss of energy and internal wear. With a growing

awareness of operational costs and environmental aspects, the new improved design of the ball joint is a huge step forward," VOSTA LMG claimed. The company is demonstrating the ball joint at Europort (hall 6, stand 6402). **Source : Dredging News Online**



Heerema's **Retriever** seen on the Eastern anchorage in Singapore from Svitzer's **Singapore** -Photo : Kees Drent ©

## **Maersk Tankers takes two VLCC newbuildings on bareboat**

Maersk Tankers has taken two super fuel efficient VLCCs on long-term bareboat from Cido Shipping. The vessels will be delivered from Universal Shipyard in Japan in November and December 2011 and will join the three newbuildings purchased from Great Eastern in May, Maersk confirmed. Once Maersk Tankers takes delivery of the newbuildings, the fleet will include 22 modern VLCCs – all claimed to be highly fuel efficient and able to slow steam at speeds down to 8.5 knots. The two new vessels will also bring the average age of Maersk Tankers' VLCC fleet down to 2.2 years, the company said. According to broker reports, the challenging environment in the VLCC market is set to continue in the

years to come as the market will remain oversupplied until 2014, Maersk said. With reported VLCC rates as low as \$5,000 per day, other shipping companies would probably have been put off from investing in this segment. Explaining the move, head of crude Claus Grønborg said: "It is Maersk Tankers' ambition to grow in the VLCC segment and become industry leaders - without adding to capacity. Securing existing high quality and fuel efficient vessels when the timing is right is a part of the plan, but like we have said before co-operation with other owners through pooling of vessels, or other forms of partnerships is also of interest." With the modern fleet and the benefits it brings to both owner and charterer, older tonnage should face a harder time going forward according to Grønborg: "In Maersk Tankers, we are in favour of scrapping older tonnage. We believe it is a need that will not go away; first of all because of the current favourable scrap levels but also because modern tonnage - like our two new VLCCs - is significantly more fuel efficient than vessels built in the 90s," he said. Both vessels were believed ordered in 2005 for \$110 mill each. The bareboat terms also include purchase options, broking sources said. **Source: Tanker Operator**



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Above seen the 2003 built ITA flag cruise liner **COSTA FORTUNA** entering Grand Harbour, Malta followed by **SEABOURN QUEST** on Thursday 3rd November, 2011 bound to Valletta Cruise Port Terminal.

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

## Sea change for piracy

The only vessels within the exclusion zone – about half a nautical mile away – is Knott End ferry... and the highly polished posh yachts berthed at the nearby marina. No pirates to be seen, unless you count Pirates of the Caribbean costumes on sale for Christmas parties. But pirates are closing fast in a reconstruction of what happens out in the Indian Ocean on a frighteningly frequent basis. It's action stations on the bridge of a simulated vessel under attack at Fleetwood Nautical College. We're a long way from Somalia's coast where the threat is relentless, ruthless and rising, with British vessels individual sea farers and even tourists held to ransom. according to the International Maritime Bureau, attacks by Somali pirates reached a record 199 in the first nine months of this year, compared to 126 for the same period last year. British vessels are seen as sitting ducks by some – in spite of UK armed forces action in the Indian Ocean. Some already carry unauthorised armed protection. The local college had put piracy on the curriculum ahead of David Cameron's announcement this week that British-flagged vessels will be able to carry armed guards to



protect them. The breakthrough has been cautiously welcomed by mariners union Nautilus International, which represents 22,000 ship masters, officers and other staff. The Chamber of Shipping also says that armed security is a "last resort" forced "out of necessity, not principle or by choice."

Many believe the use of arms runs counter to civilian shipping traditions and may lead to further violence in piracy high-risk areas.

Blackpool and The Fylde College's nautical campus, which delivers specialist Merchant Navy training, has been training ex-military personnel in weapons management and other areas for the past two months. John Matthews, head of the nautical college, explains: "British ships were at serious risk as many other nations were allowed to carry protection officers. There are dozens being held captive right now in poor conditions and it's about time something firm was done about it. "Our specialist courses incorporate knowledge and tactics for protecting ships and deterring attack – we train our protection officers to use lethal answers as a last resort." The next course starts in December. Recruits are hand-picked by private security specialists working for shipping lines. One such sea marshal, Lea Balmforth, asked the college to help bridge gaps in training of ship security and protection officers. Young cadets funded by commercial shipping lines, embarking on the first stage of a career at sea, or older timers, ships masters brushing up their skills, say it's easy to spot the would-be protection officers. They are the ones you would allow to queue jump you for coffee at the college refectory and want on your side in any showdown at sea. Former ship's master Tony Dumbell started out as a cadet here in 1972, returned as a lecturer 18 years ago, and now heads maritime operations. He says students are aged from 16 to 60 plus, but would be protection officers stand out. "Mostly ex-military, Marines, men you would want protecting our vessels. The college has morphed beyond recognition when it comes to offering courses to meet modern needs." Protection officer courses don't feature firearms training but offer basic training, first aid, survival, communications, along with risk assessment and counter measures within a six-mile exclusion zone, from closing hatches, raising the alarm, removing inessential personnel to a safe zone, deploying electric fences, acoustics, lights, visual deterrents, and issuing weaponry. One key component is the establishment of a "citadel," a safe haven, deep within the ship, from where the engines can be shut down, and the security operation planned. They also learn to second guess elements which predispose pirates to strike, a ship fully laden is low in the water and therefore easier to board. Pirates, many of them former fishermen fallen on harder times, once favoured short hit and run raids close to the coast around the Horn of Africa, targeting private yachts, smaller vessels as soft targets for valuables and ransom. Ex-military have since teamed up with insurers to offer specialist advice and action in the event of tourists being taken hostage. But richer pickings come with bigger ships, worth £5m to £10m. Extremist factions finance some of the more organised rather than opportunistic pirates, using captured ships as Trojan horses or to carry skiffs out to attack vulnerable vessels with rocket propelled grenades. Tony concludes: "It's extended the pirates range to 1,500 nautical miles off the coast covering much of the Indian Ocean." Forty nine of the world's 53 hijackings took place there last year. Up to 200 vessels flying the British merchant navy flag regularly sail close to Somalia. No ship carrying armed security has yet been hijacked, the Government claims. **Source: Blackpool Gazette**



Above seen the 2010 built offshore diving maintenance support vessel **WINDERMERE** at Cairncross Fitting Out wharf, Brisbane on 6 Nov 2011. The 4750 gross tons and is operated by Hallin Marine of Singapore.

**Photo : John Wilson ©**

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Seatrade's 1992 built **BUZZARD BAY** (ex: Royal Star-92 -- Chiquita Honshu-94 -- Royal Star-00 -- French Bay-04) seen passing the Oostgat (Westerscheldt River) enroute Antwerp - Photo : Huib Lievense ©

## Smithsonian study shows limitations of ballast water exchange

Ecologists from the Smithsonian Environmental Research Center (SERC) have found that U.S. ports on the East Coast and the Gulf of Mexico are significantly less protected from invasive species than ports on the West Coast. Invasive species, such as the notorious zebra mussel, are introduced across oceans and along coastlines via ballast water in ships' hulls. In 2004 policymakers thought they had found a solution: have cargo vessels exchange their ballast water in the open ocean, at least 200 nautical miles from land. This method, called "open-ocean exchange," flushes out or kills potential invaders by exchanging coastal water for water from the deep ocean.

But some ships do not use the practice and many more cannot without veering drastically off course. In perhaps the most comprehensive study to date, Whitman Miller and a team of scientists from SERC looked at all international ships entering the contiguous U.S. over three years. Published today in the journal *BioScience*, the study analyzed approximately 105,000 vessel reports from January 2005 to December 2007. While most ships opted not to discharge their ballast water at all, a substantial number continued to dump unexchanged or improperly exchanged water into their ports of entry.

Not all coasts are affected equally. The Gulf of Mexico and the East Coast received much larger fractions of unexchanged ballast water than the West Coast. Roughly 5 percent of the ballast water discharged on the West Coast had not undergone open-ocean exchange. By contrast 21 percent of the discharged water in the Gulf and 23 percent on the East Coast went unexchanged. Much of the problem comes down to simple geography. Depending on a ship's transit route, it may not have the time or space to conduct open-ocean exchange. A mere 24 percent of the ballast water discharged by ships journeying to U.S. ports along coastal routes, from Central or South America, for example,

underwent open-ocean exchange. In contrast 91 percent of ballast water discharge by transoceanic shipping was exchanged in the open ocean, where ships have more opportunities to manage their water properly. Because so many of their incoming ships do not pass through the open ocean, ports in the Gulf and East Coast receive more potentially harmful water.

The vast discrepancies point to the need for another solution, ecologists say. If ships could treat their ballast water on board without having to journey to the open ocean, every coast would be safer. "The Gulf of Mexico coast receives more overseas ballast water discharge than the East or West coasts, and most of this water is either unexchanged or exchanged inside coastal waters," said Miller. "Given the geographic constraints of shipping, and the complexity of the invasion process, it is clear that we need to move to onboard ballast water treatment technologies that will allow ships to operate anywhere in the world without fear of releasing harmful invasive species." **Source : MarineLog**



The inland motor tugboat **Breehorn** was built at the yard of **J.H. van Eijk & Zonen** at Sliedrecht in 1940. The steel (iron) hull is riveted. The structure is almost authentic. She has a Fiat 521H 210 pk 6 cylinder marine diesel engine with a powerful noise. Since 1945 the vessel was commissioned to the River Police at Rotterdam and maintained by their Technical Department. It served at under the name **P7** for about 23 years. The main task were surveillances in the port of Rotterdam and render assistance. In 1968 the **P7** was decommissioned and sold to a private person. Thereafter she had various private owners and names. For the last 25 years she has been sailing under her present name **Breehorn** with homeport **The Museumhaven** in Rotterdam. Meanwhile this old lady with her pretty looks has been toffed up and prepared for the future. For more information or photographs, pls. send an email to [msb.breehorn@xs4all.nl](mailto:msb.breehorn@xs4all.nl) **Photo : Ruud Meuldijk / Jan Gaasbeek ©**

## Crew recapture Taiwan ship from Somali pirates

The crew of a Taiwanese fishing vessel fought against armed Somali pirates to retake their ship after it was hijacked off East Africa, Taiwan authorities said Sunday. The 290-tonne **Chin Yi Wen** with a crew of 28, including nine Chinese, eight Filipinos, six Indonesians and five Vietnamese, had been out of contact since Friday, the foreign ministry said. But the crew managed to overwhelm the six armed pirates and retake control of their ship. "In my memory, this is the first time sailors of a fishing vessel hijacked by Somali pirates have freed themselves on their own," Tsay Tzu-yaw, spokesman for Taiwan's Fisheries Agency, told AFP. The Somali pirates fell into the sea, Tsay said, quoting the fishing boat owner, adding that details of the saga and the fate of the six pirates were not immediately clear. Tsay said three sailors were slightly injured and the ship was heading for waters of the Seychelles.



Two decades of lawlessness have carved up Somalia into mini-fiefdoms ruled by gunmen and militia, encouraging rampant piracy. At least 47 foreign vessels and more than 500 sailors are being held by pirates, according to Ecoterra International, which monitors maritime activity in the region. **Source : The Himalayan Times**



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The container ship **OCTAVIA** on charter to MSC seen inbound to Vancouver harbour 05-11-2011

**Photo : Robert Etchell ©**

## **Troubled ship with 20 crew safe in Philippines**

**Philippine officials say a cargo ship with 20 crew members from China has not sunk as earlier feared.**

Philippine officials say a cargo ship with 20 crew members from China has not sunk as earlier feared. Navy and coast guard officials said Saturday that the Panamanian-registered MV Oceanic Union took in water but that its crew managed to pump it out off Ilocos Norte province in the northern Philippines. The vessel was on its way to Subic Bay, west of Manila. Coast guard spokesman Lt. Cmdr. Algier Ricafrente had said earlier that the Hong Kong Maritime Rescue Coordinating Center reported late Friday that it received a distress call from the ship. He had said the vessel may have sunk or was sinking since the crew had already abandoned ship, and that a search had been launched.

**Source : SeattleTimes**





The **MAERSK EDMONTON** seen outbound from Rotterdam-Europoort – Photo : Kees Torn ©



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On November 4th, around 11:00am central European time (CET), the frigate **Köln** reconnoitered a suspected Pirate mothership and a motorboat around 60 sea miles off the coast of Tanzania. Following a boarding mission and the searching of both boats a total of seven persons suspected of piracy were brought on board of the German frigate. After this, both boats were sunk.

## Negotiations Begin

The Department of Foreign Affairs (DFA) said negotiations are being carried out by the principal of “**MT Liquid Velvet**” with the pirates who hijacked the chemical tanker in the Gulf of Aden on Monday with 21 Filipino seafarers on board. Raul Hernandez, spokesman of the DFA, said on Thursday, “The vessel’s principal, which based in Greece, has assured that the local manning agency that it is taking responsibility on the matter.”

“The DFA has instructed Philippine embassies in Nairobi and Manama to monitor the situation and coordinate with the Combined Maritime Forces as well as the Philippine Embassy in Athens to keep track of the negotiations being undertaken by the vessel’s principal with the pirates,” Hernandez said. He said the families of the crewmembers were already informed by the local manning agency of this incident. An earlier Somalia Report said eight armed pirates aboard a small speedboat seized the MT **Liquid Velvet** and headed to the Bargal area.

Hernandez said the Marshall island flagged Greek-owned chemical/oil tanker was hijacked by Somali pirates while it was approaching the Gulf of Aden on its way to Mormugao, India. **Source : ShipTalk**

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## **NAVY NEWS**



The Royal Canadian Frigate **340 ST. JOHN'S** arrived for a second time in two weeks in Willemstad (Curacao) for bunkers - **Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)**

## **Russian shipyards and Defense Ministry agree on sub prices**

The Russian Defense Ministry and United Shipbuilding Corporation have agreed on prices for two classes of nuclear submarines. As BarentsObserver reported, the giant shipbuilding corporation that includes Sevmash and Zvezdochka shipyards in Severodvinsk, have had a long-going fight with the ministry over the bills for construction of Russia's new Yasen and Borey class submarines as well as other contracts.

Last week the two parties reached a compromise on the prices and agreed on conditions for future contracts. According to the agreement, future contracts between the United Shipbuilding Corporation (USC) and the Russian Defense Ministry will be signed on the condition that the shipbuilder chooses its own subcontractors. Subcontractors have earlier been chosen by the ministry, RIA Novosti reports. It is not known what the total sum of the contracts is, but the original budget offered by the ministry was “tens of billions of rubles” lower than the demand of the USC. The contracts on state orders for 2011 are expected to be signed in the nearest future.



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The state orders for 2011 includes one multi-role Graney-class nuclear powered submarine – “[Severodvinsk](#)”, and two strategic Borey-class nuclear powered submarines – “[Yury Dolgoruky](#)” and “[Aleksander Nevsky](#)”. Source : [BarentsObserver](#)



The Moroccan newbuilding corvette **614 SULTAN MOULAY ISMAIL** seen arriving at the DAMEN-DE SCHELDE naval yard in Vlissingen city – [Photo's : Willem Kruit](#) ©



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## SHIPYARD NEWS



The new container vessel **MAERSK LEBU** seen returning from seatrials at DSME shipyard-Photo : Thom Jaspers ©

### Minister apprised of shipyard expansion plan

Union Shipping Minister G. K. Vasan directed the Cochin Shipyard Limited (CSL) to constitute a committee to carry out a feasibility study for setting up a ship building/repair facility at one of the three locations — Vizhinjam, Poovar or Azhikkal. The Minister directed the shipyard authorities to see that the committee submitted its report by the end of November. These instructions were issued when the Minister visited the CSL on Friday, said a press release here.

The Minister was apprised of the company's expansion plans on his visit. He reviewed the company's present operations and future plans. The Minister was apprised of the performance of the CSL and the growth plans of the shipyard. The shipyard also successfully carried out the bollard pull tests on the first anchor handling tugs being constructed for the Shipping Corporation of India (SCI) by the yard. The tests were undertaken at the new facility set up at Vizhinjam near Thiruvananthapuram.

This is the first time in India that such a high capacity tug is being tested for bollard pull, said the press release. The 500 T SWL Bollard Pull facility set up at Vizhinjam is the largest in Asia and was dedicated to the nation on September 23. K. Babu, Minister for Excise and Ports. **Source : The Hindu**

## Newport News Shipbuilding Completes Carrier Classic Trophy



Huntington Ingalls Industries announced that its Newport News Shipbuilding (NNS) division has completed construction of the 2011 Quicken Loans Carrier Classic trophy that will be presented on Veterans Day to the winner of the Division I men's basketball game being played on **USS Carl Vinson**.




The pewter trophy is inspired by the Nimitz-class aircraft carriers' island house, radars and mast structure. From concept to computer model to the finished product, about 30 shipbuilders played a role in the trophy's creation. "The same craftsmanship, innovation and creativity that are applied to shipbuilding have gone into the making of this trophy," said Matt Mulherin, NNS president. "We are honored to have designed and built the Carrier Classic trophy that showcases our shipbuilding expertise, honors our armed forces and adds a distinctive element to this inaugural event."

NNS's participation in building the trophy was announced in September. Michigan State University and the University of North Carolina will face off on Veterans Day on the flight deck of the Nimitz-class aircraft carrier **USS Carl Vinson**, docked at Naval Base Coronado in San Diego. NNS built **USS Carl Vinson** and delivered it to the Navy in February 1982.

Huntington Ingalls Industries (HII) designs, builds and maintains nuclear and non-nuclear ships for the U.S. Navy and Coast Guard and provides after-market services for military ships around the globe. For more than a century, HII has built more ships in more ship classes than any other U.S. naval shipbuilder. Employing nearly 38,000 in Virginia, Mississippi, Louisiana and California, its primary business divisions are Newport News Shipbuilding and Ingalls Shipbuilding.

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The large bulker **HUGO N** seen outbound from Rotterdam Europoort – Photo : Kees Torn ©

## Otto Marine Enters Agreement to Sell AHTS Vessel

The Board of Directors of Otto Marine Limited announces that the Company or its nominee has entered into a Memorandum of Agreement with Aries AP Limited or its nominee, in respect of the sale of a vessel, Hull 7061 for consideration of US\$19 million. The Company expects the Vessel to be completed in March 2012. None of the Directors or controlling shareholders of the Company has any direct or indirect interest in the sale. The contract is expected to have a positive effect on the net earnings per share or net tangible assets per share of the Company for the financial year ending 31 December 2011. **Source: Otto Marine**



Together with her sister **ARCTIC** once the proud of the Bugsier ocean going tug fleet the “living legend” **OCEANIC**, seen laid up in Bremerhaven reported to be for sale.

**Photo : Jan Ove Mühlforte ©**



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## Cuba plans deep-water oil drilling

With a giant deep-water oil rig steaming slowly toward the Gulf of Mexico and the waters just off Cuba, the administration of President Barack Obama is being pushed and pulled by different interests over what, if anything, to do about it. On the one hand, anti-Castro Cuban-American and other right-wing lawmakers are expressing growing exasperation over what they see as Washington's failure to do whatever it can to prevent the new, \$750m Scarabeo 9 from fulfilling its mission to begin exploratory drilling off the island's northwest coast by early next year.



They appear increasingly worried that the rig, which will be operated initially by the Spanish oil company, Repsol-YPF, may find commercially exploitable quantities of oil under Cuba's waters and thus provide a "windfall" for Havana that will be used to help sustain the Communist government led by President Raul Castro. On the other hand, some environmental and anti-embargo groups, including business associations that want to increase trade with Havana, are calling on Obama to engage the Cuban government more directly in the interests of both protecting the Gulf's ecology from a possible spill and ensuring that US oil service companies will be able to help contain the damage, should such an accident take place.

Less than 18 months after the [Deepwater Horizon](#) blow-out that sent nearly five million barrels of oil pouring into the Gulf over a three-month period, they argue that Washington should work closely with both the Cuban government and Repsol, as well as other third-country companies that will operate the rig, to both minimise the risk of a similar accident and contain its impact if there is one. So far, the administration appears to be trying to steer a middle course, satisfying neither side.

The US Geological Service estimates that there could be undiscovered reserves of up to six billion barrels of oil under Cuban waters, only 100 km from the Florida Keys - while others have suggested there could be as much as several times that amount. And while it would take at least a couple of years before those reserves could be tapped commercially, they would provide a huge boost to the struggling Cuban economy, which currently depends on the largess of Venezuelan President Hugo Chavez for more than two-thirds of its daily crude oil requirements.

"We are extremely concerned over what seems to be a lack of a coordinated effort by the administration to prevent a state sponsor of terrorism, just 90 miles from our shores, from engaging in risky deep sea oil drilling projects that will harm US interests as well as extend another economic lifeline to the Cuban regime," complained four Cuban-American congressmen in a letter to Obama earlier this week. They demanded, among other things, that the administration investigate whether any part of the Scarabeo has been made with US-origin parts in violation of the 49-year-old US trade embargo, and whether Obama's own Interior Department may itself be violating the law by providing Repsol with technical advice.

"The administration needs to provide answers and change course," said Representative Ileana Ros-Lehtinen, one of the four lawmakers and chair of the House Foreign Affairs Committee, who in September also helped persuade 35 of her House colleagues to sign a letter to Repsol's chairman urging him to immediately halt the company's plans to drill.

The signatories included most lawmakers from Florida whose Gulf coast would almost certainly be affected by any spill originating in the drilling area.

Repsol has become the main target of Congressional opposition to the project primarily because it is the only publicly traded company with substantial investments in the US in a multinational consortium that includes the state oil companies of Malaysia, Brazil, Norway, Angola and several other countries.

Repsol, which has issued repeated assurances that the rig's operation and equipment will meet US standards, has agreed to permit a team from the US Coast Guard and the Interior Department's Bureau of Safety and Environmental Enforcement (BSEE) to inspect the Scarabeo and its drilling equipment when it reaches Trinidad and Tobago later this month.

While that inspection won't be as comprehensive as Washington would like, BSEE director Michael Bromwich told a hearing of the House Subcommittee on Energy and Mineral Resources: "In our judgment, it's a lot better than nothing." The administration is also using the multilateral International Maritime Organisation (IMO) to have its Coast Guard officers sit down with Cuban and other officials from the northern Caribbean next month to discuss measures for dealing with spills under the 1990 International Convention on Oil Pollution, Preparedness, Response and Cooperation (OPRC). In fact, the \$750m Scarabeo is considered pretty much state of the art. It was designed by Norwegian engineers; its structure was built in China; and it was fitted with the latest deep-water drilling technology in Singapore.

But the fear of a major accident has prompted a number of environmental groups and independent experts to urge the administration to become significantly more engaged with both the Cuban government and all of the companies that will be operating the rig. In particular, they want the administration to issue a general licence for US oil services companies to work in Cuba, which would permit them to respond quickly to any spill or related emergency resulting from drilling operations. Under the trade embargo, each company would have to apply for a special license to do so.

"We are very naive to think that, in the case of Cuba, a handful of individual exports licences could prevent and contain a deepwater oil exploratory well blow-out," Jorge Pinon, a former oil executive and consultant at Florida International University, told the Subcommittee. "A general licence to export and supply equipment, personnel and

services to international oil companies operating in Cuba in the case of an emergency is urgently needed," he stressed, noting that more than 5,000 vessels, millions of metres of booms; and nearly eight million litres of dispersant were deployed to contain the [Deepwater Horizon](#) spill.

That message was echoed by Daniel Whittle, who directs the Cuba programme at the Environmental Defense Fund and who organised a delegation headed by President George HW Bush's environment chief, William Reilly, that visited Cuba earlier this year. Reilly was the co-chairman of the national commission that investigated the Deepwater disaster.

"First and foremost, the administration should take steps now to ensure that US-based companies are pre-authorised to assist in preventing and containing major oil spills in Cuban waters," he testified.

"It's critical to get US companies into the act because of their technology, know-how, and proximity," agreed Jake Colvin, vice president of the National Foreign Trade Council (NFTC), a business lobby that represents major multi-national corporations. "While the administration has the authority to licence a rapid response by those companies in the event of an accident, it hasn't yet authorised it." "The reason they're not issuing a general licence is entirely political," according to Sarah Stephen, the director of the Washington-based Center for Democracy in the Americas, which has lobbied against the embargo and last summer published a booklet on Cuba's drilling plans. "The administration clearly understands the urgency here, but it's worried about the pressure from Congress, especially from the Floridians," she said. **Source : Inter Press Service.**



The scrapers started the dismantling of the [ALPHONSE LETZER](#) as can be seen above

**Photo : Richard Wisse – [www.richard-photography.nl](http://www.richard-photography.nl) (c)**


## FreeSeas Announces Sale of the M/V Free Lady,

**Reduces its Total Indebtedness by Approximately 26%, Softens its Loan Repayment Schedule and Reports 2011 Second Quarter and Six Month Financial Results**

[FreeSeas Inc.](#), a transporter of dry-bulk cargoes through the ownership and operation of a fleet of Handysize and Handymax vessels, announced financial results for its second quarter and six month period ended June 30, 2011.

On October 3, 2011, FreeSeas entered into an agreement to sell the M/V [Free Lady](#), a 2003-built, 50,246 dwt Handymax dry bulk carrier, for a sale price of approximately \$21.9 million. The M/V [Free Lady](#) is expected to be delivered to her new owners later in November 2011. In application of the sale proceeds from the sale of the M/V [Free Lady](#), the Company has agreed with Credit Suisse, its largest lender, subject to customary documentation, to reduce the next five loan repayment installments from a total amount of \$10.0 million to a total amount of \$2.8 million starting from the third quarter of 2011. **Source : FreeSeas Inc**






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The TSHD **HAM 312** seen in the Singapore Straits – Photo : Crew HAM 318 ©

## Bourbon Offshore Secures Two Charter Extensions

**AHTS Bourbon Crown** has been extended with charterer Exxon Angola for two months. The current contract will then expire at the end of this year. In Norway, Statoil has exercised their first monthly option on **PSV Bourbon Sapphire**. The vessel is then firm until early January. **BOURBON OFFSHORE NORWAY AS** is a fully integrated offshore supply ship owning company. The Company is a member of the **BOURBON** group, a leading player within offshore shipping providing shipborne supplies to oil and oil-related companies all over the world. Source: **Bourbon Offshore**



The pipelay vessel **C-Master** completed 52 km of 10" pipeline from Salman field to Reshadat field in the Persian gulf with the lay down in between P4 and Q4 platform. Day record was on 28 October with **362 joints** with total of **4,565 mtr** in 1 day. A Record for a single joint pipelay vessel !

Photo : **Hamid Reza Joghataei - dive superintendent** ©

## Rohde Nielsen wins Warrenpoint dredging contract

After a successful tendering procedure managed by Anthony D Bates Partnership, which involved bids from seven international dredging contractors, Rohde Nielsen A/S has been awarded the maintenance dredging contract for Warrenpoint Harbour in Northern Ireland. The contract includes the dredging of the approach channel and all inner harbour areas, with an anticipated dredged volume of approximately 350,000m<sup>3</sup>. Maintenance dredging of all areas of the port was last carried out in 2005. Dredging was by trailing suction hopper dredger (TSHD) aided by a bed-leveller and there has been no extensive maintenance dredging since this time.

All dredged natural material is being disposed of in an offshore disposal area, situated approximately 14 nautical miles from the Harbour. The works are expected to take four to five weeks to complete. Rohde Nielsen plan to bring a 2,500m<sup>3</sup>TSHD in conjunction with one of their new 6,000m<sup>3</sup> TSHDs to undertake the work. **Baldur R** and **Njord R** are sisterships and were christened on 28 October. They are among the largest split hopper suction dredgers ever built. **Source : Dredging News Online**



The **NEPTUN 9** seen enroute Dordrecht with the **STEMAT OSLO** – Photo : Marijn van Hoorn ©

## US Port of Tacoma completes \$32m wharf expansion

US Port of Tacoma yesterday marked the completion of a US\$32 million wharf expansion project regarding its Blair Waterway terminal, according to ADPnews. The project, started in December 2009, added 600 ft to the terminal's existing 2,000-ft berth to support two super post-panamax container cranes the facility added last January.

Via the expansion, the Blair Waterway is now able to handle two container ships simultaneously and to accommodate the industry's largest container vessels, the terminal's operator Hyundai Merchant Marine said. The Tacoma container port handles various types of cargo including bulk, break-bulk and project/heavy-lift, automobiles and trucks. **Source : PortNews**

## Motorstoring tijdens visuitje halverwege Noordzee

Zaterdagmiddag 5 november om 17.45 uur zijn de Hoekse redders van de Koninklijke Nederlandse Redding Maatschappij gealarmeerd door Den Helder Rescue met een prioriteit 2. Eenmaal in de vaart bleek het bewuste





visbootje 35 mijl West van Hoek van Holland, wat ruim een uur varen is om ter plaatse te komen. Om 19.30 uur ter plaatse in positie 52°12.00 en 003°12.54 Oost, en het behoorlijke visbootje met 11 personen aan boord op sleep genomen. Het scheepje had motorproblemen welke niet eenvoudig op te lossen was. Met een vaart van 9 knopen ging het vervolgens retour richting de Nederlandse kust.

De vissers waren 's morgens vertrokken uit Stellendam en wilde daar graag weer retour. In overleg met de schipper van reddingstation Stellendam was deze bereid de sleep onderweg over te nemen. Om 22.30 uur overgedragen aan de KNRM reddingboot 'Antoinette' uit Stellendam, in positie 52°00.20 en 003°82.00 Oost. Deze hebben het visbootje verder gesleept naar Stellendam, de '**Jeanine Parqui**' zette vervolgens met

hoge snelheid koers naar de Maasmond. De Hoekse redders meerden om 23.15 uur weer aan in de Berghaven.



The **VANTAGE** seen leaving the IJmuiden locks – Photo : Hans Blomvliet ©

## Shipping lines keen to use Vallarpadam ICTT

Enquiries have started pouring in from leading mainline shipping operators in the sub-continent to use the Vallarpadam terminal as their transshipment hub to cater to the large transshipment requirement from various domestic ports on the east and west coast.

The decision of the Kochi Port authorities to continue with the marine concessions to mainliners equivalent to Colombo Port for one more year and the modern facility at the International Container Transshipment Terminal (ICTT) with good hinterland connectivity by road and rail has inspired the vessel operators take a favourable decision in this regard.

The leading mainline operators that had evinced interest to utilise the ICTT facility included Mediterranean Shipping Group, Mitsui OSK Lines, Maersk Lines etc. However, the existing restrictions for foreign vessels to connect Indian ports with transshipment cargo are seen as a hindrance by vessel operators to use the potential in Kochi Port. Highly placed sources in the port said these vessel operators could not take a sudden decision to shift its base from Colombo to Kochi on account of the Cabotage restrictions in Indian ports. If the law is relaxed, they may slowly skip Colombo and will opt Kochi for transshipment purpose, the sources said adding, at present 70% of the Indian cargo is transhipped through Colombo port. **Source: Trans Reporter**



Above seen the life boat **RNLB Barclaycard Crusader** stationed at the port of Eyemouth in Scotland seen on 30.10.2011 in memorial of William Henderson , born in Eyemouth and who died in Dubai, UAE on 08.08.2011 owner of Henderson Marine - **Photo : Reinier Meuleman - MarineManagement SCMT ©**

## OLDIE – FROM THE SHOEBOX



Safmarine reefers **SA LANGKLOOF** and **SA DRAKENSTEIN** double banked in Feb. 1973 awaiting their turn to load fruit at the Table Bay, Cape Town pre-cooling sheds. The duo belonged to a class of six similar vessels built in the 1960's, they were all named after important fruit growing areas in South Africa. The **LANGKLOOF** was built at Verolme in the Netherlands and the **DRAKENSTEIN** at Greenock Dockyard. Both were scrapped in 1984.

**Photo: Robert Pabst ©**



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



Above seen the TSHD **Beachway** with the crew on completion of the special survey. The TSHD **Beachway** conducted the 40 year special at Tandano shipyard in Buenos Aires. And received all the BV certificates for the next 5 years. This old lady is still going strong. The **Beachway** is normally working in the Channel of Martin Garcia in Uruguay and occasionally in the ports Buenos Aires, Quequen and Bahia Blanca. The crew is half Uruguayan and Argentineans and two Dutch (capt./Ch.Eng) on board. **Photo : J.Eelman ©**

## BOEKBESPREKING

Door : Frank NEYTS

### “Reeds Fishermen’s Almanac 2011/12”.

Bij Adlard Coles Nautical verscheen “**Reeds Fishermen’s Almanac**”. Deze titel biedt reders ter zeevisserij, schippers en bemanningsleden een visserij georiënteerde almanak. Opgemaakt in samenwerking met de United Kingdom Hydrographic Office (the Admiralty), de Irish Coastguard en de Fishing Industry Safety Group (FISG), voldoet deze publicatie aan de vigerende richtlijnen tot het verplicht aan boord hebben van een visserijalmanac aan boord van vissersschepen.

De “**Reeds Fishermen’s Almanac**” brengt voor het eerst, in één boek alle vereiste informatie samen nodig bij het uitreden vanuit het Verenigd Koninkrijk en Ierland van een schip ter zeevisserij. Deze publicatie is dan ook van onschatbare waarde voor de commerciële zeevissers, de havenautoriteiten, havenkantoren, visserij-agenten en ieder die met het reilen en zeilen te maken heeft van een commercieel vissersvaartuig.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 311

"**Reeds Fishermen's Almanac 2011/12**" (ISBN 978-1-4081-5204-1) kost £60.00 en telt 316 pagina's.  
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