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Korfbal (Dutch: Korfball) is a mixed gender team sport. A team consists of eight players; four female and four male. A team also includes a coach. It was founded in the Netherlands in 1902 by Nico Broekhuysen. In the Netherlands there are around 580 clubs, and over a 100,000 people playing korfbal.


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The **CAP SAN AUGUSTIN** and **INSPIRATION** seen moored in Santos – Photo : Paul Lammers ©

Maritime Administration Disregards Shipboard Labor, Releases Flawed Report

The U.S. Maritime Administration recently released a highly contentious study of American-flag shipping without any input whatsoever from maritime labor. This inexplicable decision guaranteed that the report would not contain the information that Congress and the Administration would need to develop and implement meaningful maritime policy that strengthens, not weakens, the U.S.-flag merchant marine, provides jobs for American, not foreign, maritime workers, and bolsters, not diminishes, the economic, military and homeland security of the United States. The administrator who approved the report, David Matsuda, should be held accountable.

The Maritime Administration, more than a year ago, was tasked by Congress with identifying ways to boost American-flag shipping. Instead, the agency accepted a report based on incomplete information whose main conclusion – that in the deep-sea commercial sector, it often costs more to use U.S.-flag ships – isn't news to anyone. The fact that MarAd chose to exclude a significant segment of the maritime industry from this process, and accepted a report that includes possible cost-cutting suggestions that are completely contrary to the overall best interests of the United States,

represents a gigantic failure in Matsuda's leadership and a missed opportunity on the part of the Maritime Administration.

How could the Maritime Administration sign off on a report that suggests consideration of weakening or eliminating the Jones Act, one of the bedrocks of our national and economic security? How could the agency not refuse the mere notion of turning America into a second register? (It should be noted that the carriers interviewed for the study soundly rejected lowering U.S.-citizen crewing requirements as well as the second-register idea.)

We make no apologies whatsoever for the fact that our members make a living wage and receive health care and pension benefits. American mariners are second-to-none worldwide when it comes to being properly trained for their profession. Yet MarAd's report points to these factors as some of the reasons why it costs more, on average, to ship American. MarAd should be ashamed of itself for entertaining a study that suggests that beating down American mariners to the level of Third-World labor and lowering their standard of living are good for our industry and good for our country. The findings of this report are an insult to the brave men and women who comprise the U.S. Merchant Marine, including those who sail in harm's way to deliver vital materiel to our armed forces.

We stand ready to work with Congress and the Administration to make our industry stronger, larger and more competitive. The Maritime Administration had the opportunity to start this process in an all-inclusive, productive way. It is not only unfortunate but a clear dereliction of duty that they chose not to and instead spent time, energy and resources on a report that serves no useful, constructive purpose.



The **NEW VISION** seen outbound from Rotterdam – Photo : Ria Maat ©

Gael Force owner completes two year round the world sail

A businessman from the Highlands of Scotland who broke his back, had his yacht struck by lightning and had to avoid areas of piracy and Al Qaeda activity on a two-year round the world sail, has returned home after completing his epic voyage. **Stewart Graham** of Inverness completed the final 6,000-mile leg of his journey single handedly through the South Atlantic winter from South Africa to the Canary Islands.

He had to sail away from the coast of Mauritania, where he had been heading to make some repairs after learning of threats of piracy and Al Qaeda activities in the area. He then repaired the boat at sea and experienced a gruelling 600-mile beat into five days of strong winds before finally arriving in the Canary Islands.

The west-about journey has taken Stewart from Gibraltar to the Caribbean, through the Panama Canal, adventuring 10,000 miles across the many remote islands and countries of the Pacific Ocean to Australia, South East Asia, across the Bay of Bengal and to Sri Lanka. A thirteen thousand mile detour to avoid the Somalian piracy threat took him south to the Maldives, Chagos, Mauritius and Reunion Island before reaching South Africa.



Owner of Highland-based marine equipment, supply and engineering group Gael Force, Stornoway-born Stewart, 47, had been sailing his Discovery 67 mono hull yacht the **Rhiann Marie**, named after his daughter, since September 2009.

Though finding friendship with people all over the world, he experienced a number of "threatening encounters", including having the yacht approached at high speed at dawn by a boat with masked men wearing balaclavas, off Columbia. His

yacht was hit by lightning in the Caribbean, which destroyed electronics including its essential autopilot system, and he had to cope with storm conditions, high seas, ripped sails and damage to his rigging, plus the constant repairs required to keep a circumnavigation on track, with a minimum amount of sleep. In February this year, Stewart had eight nuts and bolts, two rods and a metal plate permanently fitted into his spine after an off road motorcycle accident in the jungle in Malaysia. However he was back at the helm just one week after the accident proving his determination to succeed.

Despite suffering the set backs of a broken back and finding that his return route through the Gulf of Aden was a no go zone, due to the activities of Somalian pirates who have murdered other yachts people, Stewart refused to give up, showing characteristic grit and determination in continuing through a Southern hemisphere winter. Stewart, who took up sailing 10 years ago and now has more than 50,000 miles' experience, said he had found the journey both physically and mentally challenging.

"It is hard to believe that my two-year adventure has come to an end. The final stage of the journey from the tip of Africa was particularly challenging, however I found the determination to push myself harder as I neared my final destination – home. Family and friends have joined me throughout various stages of the journey and acted as my crew, but sailing the Atlantic single-handed brought new greater challenges, both physically and mentally," he said.

"The 6,000 miles is almost a third of the circumference of the globe and it was extremely challenging with winter weather conditions. I had to be a sailor, fisherman, cook, plumber, rigger, boat repairer, doctor and navigator and company director all in one. I pushed myself and the perseverance paid off as I completed my circumnavigation."

"You have to be optimistic and have a great deal of will-power when sailing solo as there is always a new challenge to face. When my sail chafed from the halyard and dropped to the water, it was a gut busting job to recover with only one pair of hands and my injured back."


Stewart admitted that his wife, Trish, and two adult children were against his plans to sail home solo, but knew him too well to try and change his mind. He started Gael Force when he was 18 years old, but always has a desire to sail round the world and decided that he had to undertake the task while he was still physically strong enough to enjoy it.

But before he was able to set sail he had to ensure that he had an excellent team in place to manage and run the business. Stewart kept in regular contact with his colleagues through e-mails and satellite phone where possible – but he readily acknowledges that he could not have undertaken his voyage without the support of his management team and staff at home.

"I would like to thank everyone who has helped and enabled me to complete my journey, not least of which is my wife who sailed 30,000 miles of the journey with me and who accompanied me on the very final leg of the adventure from the Canaries to Gibraltar' he said. "We both now have a huge sense of achievement and feel that we need to let the reality and wondrous magnitude of our adventure over the past two years sink in."

Stewart has written a blog of his two-year journey, which has attracted more than 24,000 readers so far, many of whom have encouraged him to produce a book of his adventures, which he is now considering. Visit his blog at <http://blog.mailasail.com/rhiann.marie>


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The **GURUPA** seen in Rio Grande – Photo : Marcelo Veira ©

Union: Armed guards no substitute for on-board soldiers to fight pirates

ARMED guards aboard ships in pirate infested waters off the Horn of Africa, will not substitute for naval protection, according to the International Transport Workers' Federation (ITF), reports London's Tanker Operator. "Until more countries are prepared to patrol, arrest and prosecute, and to take the fight to the pirates and their bases - which are often fuel dumps and facilities in plain view right on the beaches - the world will continue to be held to ransom, and innocent seafarers to risk imprisonment, torture and, ultimately, death," said the ITF's seafarers chairman Dave Heindel.

"What's an open secret is the yawning gap in flag state responsibility. While some nations and their armed forces are doing an amazing job, others are shirking their responsibilities," said Mr Heindel. Said ITF general secretary David Cockroft: "Somali-based piracy has been allowed to become so successful, savage and wide-ranging that seafarers' and seafaring organisations' worries about armed guards have had to be set aside. However, guards can never be anything but a supplement to the sorely-tried existing naval presence, which is now trying to cover an entire ocean."

Mr Cockroft said he agreed with the International Shipping Federation and International Chamber of Shipping, that having on-vessel detachments made up of the ship's flag state forces was the best practice to be followed.

Under the British plan, the Home Secretary (security minister) will be given the power to license vessels to carry armed security, armed with machine guns, currently prohibited under UK firearms law. **Source : Schednet**



The Polish tug **ZEUS** seen with the Damen newbuilding hull **YN 1666** at the Oude Maas enroute Dordrecht
Photo : Frans Sanderse ©



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Vietnam war vets seize back hijacked ship

Taiwan hailed on Monday the bravery of five Vietnamese war vets who launched a surprise assault on six armed pirates and successfully took back their vessel after it had been hijacked off East Africa. The former Vietnam war fighters had been recruited by Taiwan to be part of a 28-man crew on the "**Chin Yi Wen**", a 290-tonne vessel, along with nine Chinese, eight Filipinos and six Indonesians.

The crew, who had been out of contact with the ship since Friday according to the foreign ministry, forced the six armed Somali pirates to jump overboard, and successfully took back control of the ship. Liu Wan-tien, the owner of the vessel based in the southern Taiwanese city Kaohsiung, said the five Vietnamese sailors launched the surprise assault on the pirates as they were having a meal, the state Central News Agency reported. The pirates were forced to jump into the high sea and were likely picked up by a small boat operated by the same Somali pirates group, it said. Liu promised to reward the five "brave" sailors and the rest of crew who were also involved, CNA said. It added that three sailors were slightly injured in the action, according to Liu, and the ship would remain in the Indian Ocean archipelago of the Seychelles before returning to Taiwan. Taiwan's Fisheries Agency also voiced its gratitude to the United Kingdom Maritime Trade Operations (UKMTO), an anti-piracy taskforce, for swiftly coming to the aid of the vessel and providing it with protection. The UKMTO had received the Agency's request for help on Sunday. 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: AFP**



The **NEPTUN 9** seen with a **STEMAT** barge enroute Rotterdam – Photo : **Ria Maat** ©

Russia to inject RUB 400 bn in shipping development

Russian Government will allocate in the federal budget as much as RUB 400 billion in the next ten years for the development of shipping industry, Russian Prime Minister said on Tuesday. Speaking at the plenary session of Russian Conference of Transport Workers in Novosibirsk Russian Prime Minister Vladimir Putin said that Russia should build a large merchant fleet, maintain ship repair facilities, restore old routes and blaze new shipping lanes.

"By 2015 we will increase the capacity of Russian ports by as much as 1.5 times. Cargo volume handled at our ports is expected to be increased up to 770 million tons by 2015," Vladimir Putin was quoted as saying. Putin reminded that a few days ago, the Federation Council had approved a federal law stimulating shipping and shipbuilding industry. "It (the law) offers significant tax breaks and other incentives in production of vessels at domestic shipyards and for shipping companies operating under the Russian flag," he said. Source : **PortNews**

Reder tart openlijk wapenverbod

Door : **Alexander Weissink**

Vroon Shipping bewapent zich tegen Somalische piraten, ondanks expliciet verbod

De Nederlandse reder **Vroon Shipping** zal ondanks het geldende verbod toch gewapende beveiligers aan boord zetten van een van zijn schepen, dat onder Nederlandse vlag vaart. Het nieuw op te leveren schip vaart in januari over de Indische Oceaan, waar Somalische piraten dit jaar al 217 aanvallen hebben gepleegd, waarbij 26 schepen daadwerkelijk zijn gekaapt. 'Ik ga het niet stiekem doen, want ik schaam me er niet voor dat ik mijn bemanning wil beschermen', zegt **Coco Vroon**, directeur- eigenaar van de reder uit het Zeeuwse Breskens, die 150 schepen in de vaart heeft. Hij riskeert met deze wetsovertreding voor de strafrechter gesleept te worden. 'Dat zullen we dan wel zien', zegt Vroon. Hij verwacht dat andere reders zijn voorbeeld zullen volgen als het verbod op gewapende particuliere bewakers niet wordt opgeheven. 'Ik roep alle reders op tot burgerlijke ongehoorzaamheid.' Koopvaardischepen die onder de Nederlandse vlag varen, mogen geen particulier bewapend personeel aan boord hebben. Tegelijk kan Defensie bij lange na niet aan alle verzoeken voldoen om mariniers mee te sturen ter bescherming tegen Somalische piraten. Morgen is over deze problematiek een overleg in de Tweede Kamer. Ook andere Nederlandse reders trekken hun conclusies als het verbod op gewapende particuliere bewakers in stand blijft.

Het gevaar van Somalische piraten op de Indische Oceaan is volgens hen te groot om zonder beveiliging te varen. Het Groningse **Seatrade** heeft daarom besloten zijn laatste schepen die nog onder Koninkrijksvlag varen uit te vlaggen. Het is de eerste Nederlandse reder die om deze reden daartoe besluit. Onder een andere nationaliteit kunnen de koelschepen die langs de Oost-Afrikaanse kust varen, wel bewapende beveiligers aan boord nemen. Niet alleen de bekende vlaggenstaten zoals Panama en Liberia laten dat toe, maar ook Noorwegen, Denemarken en het Verenigd Koninkrijk. De Amsterdamse reder **Spliethoff**, met ruim honderd schepen onder Nederlandse vlag, weigert nog door het risicogebied te varen zolang het bedrijf geen particuliere beveiligers mag inschakelen. Het verlies van handel neemt het bedrijf voor lief. 'Omvlaggen is voor ons geen optie, omdat wij de Nederlandse vlag als kwaliteitsvlag beschouwen', aldus directeur Gerard Bos van rederij **Spliethoff**. 'we varen om de Kaap, als dat nog lucratief is. En anders nemen we de lading niet aan.' Jaarlijks varen er nog maar zo'n 250 schepen onder Nederlandse vlag door het risicogebied. Enkele jaren geleden waren dat er nog bijna 500. De reders wijzen erop dat alleen schepen met bewapende beveiliging niet worden gekaapt. Momenteel worden elf schepen gekaapt en 194 zeelieden gegijzeld door Somalische piraten. Dit jaar hebben reders al bijna \$ 110 mln aan Somalische piraten betaald om hun schepen en bemanning weer vrij te krijgen. De Nederlandse redersvereniging (Kvnr) pleit al lange tijd voor een opheffing van het verbod op bewapende beveiligers op koopvaardischepen. Door de huidige regelgeving hebben schepen onder Nederlandse vlag een concurrentienadeel. Een advies van de commissie-De Wijkerslooth in september pleitte echter voor het behoud van het geweldsmonopolie van de Staat. Bij hoge uitzondering zou de marine ex-militairen kunnen inhuren om onder de paraplu van Defensie als bewapende beveiligers te worden ingezet. Het huidige beleid van het ministerie van Defensie om alleen de kwetsbaarste schepen te beschermen door mariniers, is niet afdoende, menen de reders. Minister Hans Hillen heeft voor het komende jaar vijftig zogeheten Vessel Protection Detachments (VPD's) toegezegd, maar alleen langzaam varende schepen komen daarvoor in aanmerking. **Seatrade** is de eerste Nederlandse reder die uitvlagt wegens het wapenverbod **Bron : Financieel Dagblad**

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Verbod op gewapende bewakers verjaagt reders

Uitvlaggen uit vrees voor piraten
door Theo Jongedijk

Rederij Seatrade is van plan schepen onder Nederlandse vlag weg te halen en onder te brengen bij een vlaggenstaat die, in tegenstelling tot ons land, toestaat dat er bewapende particuliere bewakers meevaren. Zo wil de rederij zichzelf beschermen tegen piraten. Het Groninger scheepvaartbedrijf is de eerste Nederlandse rederij die noodgedwongen overgaat tot deze maatregel, die verstrekend is voor onze scheepvaart en schatkist. "Wij doen dit met pijn in het hart", verklaart Seatrade-directeur Mark Jansen, die de verantwoordelijkheid heeft over tientallen schepen en honderden bemanningsleden. "Nog langer wachten op de politiek, die onze bemanningen eindeloos in de kou laat staan, is onverantwoord. Gemiddeld varen er dagelijks vier tot vijf schepen van ons in het gevarengedebiet bij de Indische Oceaan, de Golf van Aden en West-Afrika." De Koninklijke Vereniging van Nederlandse Reders in Rotterdam (Kvnr) constateert dat schepen onder Nederlandse vlag een groeiend doelwit vormen voor de piraten. "Steeds meer vlaggenstaten stemmen toe met de inzet van gewapende particuliere bewakers aan boord, zoals vorige week nog de Britse regering deed. Het directe gevolg is dat schepen onder Nederlandse vlag verder wegzakken op de schaal van beveiliging en daardoor meer en meer in het vizier raken van Somalische zeerovers", zegt Kvnr-voorzitter Tineke Netelenbos. Netelenbos hoopt dat er morgen in overleg met de Tweede Kamer een doorbraak komt en dat reders toestemming zullen krijgen om met gecertificeerde bewakers aan boord te varen als zij dat zelf noodzakelijk achten. Jansen van Seatrade zegt daar niet meer op te kunnen wachten. "Stel dat er inderdaad toestemming komt, dan vrees ik dat het nog lang duurt eer we er in de praktijk iets van merken. Allerlei regelgeving moet erop worden aangepast. Uitvlaggen gaat in veertien dagen. Dat maakt mijn keus niet moeilijk." De Kvnr hoopt dat de politiek vandaag in Den Haag haar verantwoordelijkheid neemt, in het belang van de veiligheid van de bemanningen. "De discussie over dit onderwerp duurt nu al drie jaar, waarin andere landen zoals Denemarken, Spanje en Noorwegen ons in beveiliging voorbij zijn gestreefd." **Bron : De telegraaf**



ZET DE SLEUR OVERBOORD

Boskalis/Smit zoekt nieuwe collega's die toe zijn aan iets anders. Scheepswerktuigkundigen, (scheeps)elektronici en (ervaren) TD-inspecteurs. Wereldklussen in 65 landen en zes continenten, die alles vragen van jouw vakmanschap. Met het samengaan van Boskalis en SMIT is één van de grootste maritieme ondernemingen ter wereld ontstaan, waardoor wij jou nog meer

te bieden hebben. Allesbehalve sleur dus. Op donderdag 1 december vanaf 18:00 uur laten we je onze wereld zien en informeren we je over de mogelijkheden binnen Boskalis/Smit. Een overzicht van onze vacatures vind je op onze website. Kom kennismaken en meld je aan via www.werkenbijboskalis.nl.

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The Stan Tug 1606 **DMS CROW** seen enroute Rotterdam - Photo : Arie Boer ©

Newbuilding deliveries peaked last year, oversupply to start easing next year says forecaster

Tonnage oversupply issues has been the biggest problem hindering freight rates across most shipping markets since last year. Despite record breaking scrapping of older vessels, things haven't improved much. Still, in its latest weekly report, Clarksons said that the worst may be over. As it mentioned, "we may have reached the peak in terms of deliveries last year, with shipyards delivering 96.9 million GT in 2010, compared to our forecast of 95.8 million GT for 2011 and then a further 86.9 million GT forecast for 2012" said the world's leading shipbroker. In its report on the newbuilding activity of the past week, Clarksons said that "with the world continuing to spin on its uneasy axis, and our leaders continued inability to bring any kind of stability to the financial markets, we are left wondering how this will affect the shipbuilding industry as a whole. In China, there are signs that the State, in the form of the country's transport ministry, may well step in to try and control the amount of ships that the state controlled yards are able to deliver, as concerns in all quarters grow that the current over supply of tonnage is of no help to anyone within the shipping community. In the long term, this is a laudable decision from the world's largest shipbuilding nation assuming of course that the Ministry is able to implement such measures and if achieved should be welcomed by the wider shipping community. The issue of course for cash hungry shipyards is what measures they are able to take, to not only sustain a certain level of production, but also how they can go about incentivising Owners to place new orders in a market that is currently over supplied, as well as underfunded, with many traditional shipping banks unable to step up to the plate to fund new orders" concluded the report.

Meanwhile, in a separate report from Piraeus-based shipbroker Golden Destiny, the past week ended with new building sentiment returning at firmer levels. According to the shipbroker the week ended with 56 fresh orders reported worldwide at a total deadweight of 2,602,100 tons,. The new building orders reported posted an increase of 115 % week-on-week and annual since similar week of last year. "The total amount of money invested is estimated at region \$1.34 bil while the contract price of 33 orders hasn't been disclosed yet. Bulkcarrier orders presented a decrease of 33% while tankers showed an impressive 3000% increase from last week's ordering activity. In the bulk carrier segment, the activity is relative firm with one panamax unit of 76,000 dwt being ordered by Chinese player, Tianjin Zhonghai, in domestic yard at an undisclosed price and three supramax units in Japanese yards, Oshima and Tsuneishi, by a joint venture between Japanese shipowner and Indian steel group, Tata NYK Shipping, for delivery in 2012-2013. In the handysize segment, Harbor Shipping of Greece is said to have placed an order for one 35,000 dwt

unit in China's Cosco Guangdong yard at an undisclosed contract price with delivery at the end of 2013. Japanese shipbuilding industry appeared also active as some business came to light in Oshima with the placement of supramax and panamax units by Saga Shipholding of Norway, N.Y.K. Line of Japan and United Ocean Enterprises of Singapore" said Golden Destiny.

It went on to add that "in the tanker segment, the new building trend towards MR size continues with more units contracted this week by Mexican oil company, Pemex, for six 51,000 dwt units plus an option for six more in South Korea's SPP Shipbuilding at a price region \$34 mil each for delivery in 2013 and 2014. Furthermore, Uniseas Shipping of Greece is said to have placed an order for four 52,000 dwt units in Hyundai Mipo of South Korea at a price region \$37 mil with delivery in 2013, the contract includes an option for three more units. In the container segment, a post panamax order came to light this week by a Chinese player, following a period of non activity since the end of July. China Shipping Container Lines has placed an order for 8 boxship units of 10,000 TEU in domestic yards, Dalian Shipbuilding and Hudong Zhonghua, for delivery in November 2013 at an estimated price of \$94,25 mil per vessel, total cost of \$754,24 mil. The player holds an option for two more units in each yard for delivery during 2014. In the gas segment, Japan's leading players, Mitsui OSK Lines (MOL) and Osaka Gas International Transport agreed in a joint ownership for the construction of two LNG units with 153,000 cbm gas capacity in Mitsubishi H.I. for delivery in 2014-2015. The vessels, which Mitsui OSK Lines will manage after delivery, have been secured in a 20-year LNG supply contract between MOL and Osaka Gas" concluded Golden Destiny. Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



The Danish flagged **SUPPORTER** seen in the port of Ijmuiden – Photo : Hans Blomvliet ©

COSCO cautious about purchase of carrier fleet

China Ocean Shipping (Group) Company (COSCO), the country's largest State-owned shipping conglomerate, is unlikely to buy or operate a giant bulk-carrier fleet currently owned by the Brazilian miner Vale SA, said Ma Zehua, president of COSCO Group. "We are still studying the safety and profitability issues in managing the giant ships," Ma told China Daily in an exclusive interview. In a bid to stabilize freight costs and iron ore prices, Rio de Janeiro-based Vale invested \$2.3 billion in 19 of the 400,000 ton megabulk carriers and will control another 16 under long-term contracts, according to the company. Scheduled for delivery by the end of 2013, it will be the world's largest iron ore fleet.

The miner received the first ship in the fleet in July and had planned to sail it to China's Dalian port on its maiden voyage. However, the company said that the giant vessel was diverted to Italy because of restrictions at Dalian and a request from a European customer. "China's ports can't handle a vessel of 400,000 tons. They are too big and too dangerous," said COSCO Chairman Wei Jiafu. "Because of the safety restrictions, we are not considering buying or running Vale's fleet for the time being. We have our own vessels," he said, echoing Ma's comment. However, an industry insider said the hurdle to the deal was essentially the vessel's price and that there is still room for negotiation. "Vale's senior officials admitted in private that investment in the fleet was 'a mistake', and now they are approaching ship-owners and shipping companies worldwide to buy or run the fleet for them," the source said on the condition of anonymity.

"If they offered a low-enough price, it is highly possible that COSCO would buy the ships," the source added. Meanwhile, the company's inexperience in the shipping business means that Vale is likely to face some problems in managing the world's largest bulk fleet. "In principle, chargers should leave the transportation to ship-owners and shipping companies," said Torben Skaanild, secretary-general and chief executive officer of the Baltic and International Maritime Council (BIMCO), the world's largest association of ship-owners. "As a charger, you will lose money if you sail back with empty vessels. Ship-owners and shipping companies are specialists in this respect. We know how to make the most profitable routes," he explained. "We will not build any big vessels in the coming years," said Ma. Pressed by industrial overcapacity and the surging price of oil, the company reported a 2.1 billion yuan (\$330 million) deficit for the third quarter and predicted a full-year loss, but did not specify a precise figure. Estimates suggest that the company will register a substantial loss this year, following losses incurred during the global financial crisis in 2008, after Chairman Wei Jiafu referred 2011 as the "most painful" year for the industry. "We predict the difficult market will persist until 2014, or even longer," said Yudhishtir Khatau, BIMCO president and chairman of the board. But despite the industrial downturn, Chinese demand for raw materials and natural resources is expected to continue to grow.

Source: China Daily



Calamity Jane passing Amsterdam Island whilst on her way to Malaysia for dry dock period.

Photo: M.Telman - Calamity Jane ©

Burned ferry capsizes off Jordanian coast

The Egypt-bound passenger ferry that caught fire Thursday in the Red Sea capsized Monday off the coast of Jordan, sources have said. An official source at Arab Bridge Maritime, which owned the **Pella** ferry, had said the ferry was not in danger of sinking as the blaze had not created any holes in the ferry's body. He also noted that the ferry was being tugged toward Jordan's Aqaba seaport. Egyptian and Jordanian naval forces initially believed they had managed to rescue all of the 1230 passengers — mainly Gulf-based workers — aboard the Pella. But officials at Jordan's civil defense authority said one Jordanian passenger died after jumping into the water to escape the fire. Following the incident, Egyptian Transport Minister Ali Zine al-Abidine ordered the inspections of passenger ferries operating between Saudi and Egyptian ports. A representative of the insurance firm has arrived at Arab Bridge Maritime's headquarters and is prepared to disburse compensation for the company and passengers based on the results of an investigation into the fire. The Egyptian Authority for Maritime Safety Affairs has raised a safety alert for all ports, lengthening work shifts for its agents on the operating ferries. **Source : almasryalyoum**



Seen on Sept. 28, 2011, the **SMIT ORLEANS**, Vancouver, B.C. - **Photo : Mike Zelt ©**

Baltic index at 2-month low, capes turn positive

The Baltic Exchange's main sea freight index, which tracks rates to ship dry commodities, fell to its lowest in two months on Tuesday although the larger capesize segment turned positive. The Baltic Exchange's main sea freight index, which tracks rates to ship dry commodities, fell to its lowest in two months on Tuesday although the larger capesize segment turned positive with potential scope for further gains. The overall index fell 7 points or 0.4 percent to 1,759 points in a tenth straight drop and was at its lowest since Sept. 7. Capesizes, which typically transport 150,000 tonne cargoes such as iron ore and coal, had driven a recent rally helped by firmer coal and iron ore exports from Australia and Brazil to China as well as a pick-up in Japanese coal imports. "It (the capesize market) seems to have reached a bit of a bottom this week," said Peter Norfolk, research director at freight broker FIS. "There has not been a massive amount of fixture activity reported, but iron ore spot prices have been moving up over the past week and maybe that's now feeding into the frame potentially." Iron ore shipments account for around a third of seaborne volumes on the larger capesizes, and brokers said price developments remained a key factor for dry freight. Iron ore prices are likely to stretch gains this week as more mills in top consumer China return to the market to replenish inventories, but a wobbly outlook for steel demand may cap the upside. "The forwards market has barely budged, with a basic oversupply of ships weighing on the market," Macquarie said in a note. "With spot rates set to come under pressure from the typical 1Q weather, the outlook for bulk shippers remains fraught with risk."

In August, the overall index, which gauges the cost of shipping commodities including iron ore, coal and grain, dropped to its lowest in more than three months after falling for 18 consecutive sessions. It has remained erratic and is still down nearly 30 percent from the same period last year. The Baltic's capesize index rose 1.58 percent on Tuesday, with average daily earnings reaching \$23,458 a day in the first gain since Oct. 25. They had hit their highest level last month since November 2010. The Baltic's panamax index fell 1.33 percent. Average daily earnings for panamaxes, which usually transport 60,000-70,000 tonne cargoes of coal or grains, reached \$14,287. Brokers said higher vessel availability was weighing on rates. Growing ship supply, which is outpacing commodity demand, is set to cap dry bulk freight rate gains in the coming months, with economic uncertainty and a slowdown in China adding to headwinds. "While we believe rates will remain volatile and note that a sustained increase in iron ore fixtures could drive a firmer near-term environment, we continue to expect the dry bulk market to remain generally weak over the near-to-intermediate-term, driven by the oversupply of tonnage and net fleet growth of around 12 percent in 2012," said Wells Fargo senior analyst Michael Webber. **Source: Reuters**

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NAVY NEWS

Antilliaanse Kustwacht op sterkte in 2012

De Kustwacht beschikt over ongeveer twee maanden weer over voldoende superrhibs en hoopt volgend jaar ook nog vijf extra kleine vaartuigen aan te schaffen. Dat schrijft minister van Defensie Hans Hillen in antwoord op Tweede Kamer-vragen over het huidige tekort aan inzetbare superrhibs. Uit het jaarverslag van de Kustwacht over 2010 bleek namelijk dat slechts vier van de twaalf superrhibs ingezet konden worden en de overige acht gerepareerd werden.



Photo : Joop Kooijman ©

"De Kustwacht verwacht begin 2012 weer te kunnen beschikken over het minimaal noodzakelijke aantal van zes direct inzetbare superrhibs, dat wil zeggen twee per steunpunt, en per steunpunt over een derde superrhib met een reactietijd van maximaal 48 uur in de eerste helft van 2012", schrijft Hillen. In aanvulling hierop worden vijf nieuwe boten aangeschaft, als de Tweede Kamer het jaarplan voor 2012 in december goedkeurt. "Deze toevoeging stelt de Kustwacht in staat om meer differentiatie aan te brengen in de inzet van de kleine vaartuigen, hetgeen de belasting van de superrhibs vermindert en de inzetbaarheid bevordert." De problemen met de superrhibs zijn ontstaan doordat ze in 2009 en 2010 te vaak zijn ingezet en te weinig zijn onderhouden, waardoor overigens wel de doelstellingen van de Kustwacht gehaald konden worden. Inmiddels zijn er extra onderdelen besteld voor groot onderhoud op Curaçao, waardoor de reparaties sneller zullen verlopen. De Tweede Kamer vroeg ook welke vaartuigen de Kustwacht-

organisaties van andere landen gebruiken, om zo een beter oordeel te kunnen vormen over de kwaliteit van de superrhubs. Hierop antwoord Hillen dat de Verenigde Staten ook superrhubs gebruiken, maar die minder in hoeven te zetten, zodat ze minder gauw kapot gaan. Frankrijk, Trinidad en Tobago, Venezuela en Colombia gebruiken kleinere vaartuigen, die minder mogelijkheden hebben.

Should Canada torpedo its submarine fleet?

Diesel subs are leaking gallons of red ink, and they're not even at sea

You could call it "The Hunt For Red Ink" by the Canadian Navy, and in that battle, anyway, it's been hugely successful. Canada's four-boat submarine fleet isn't even in the water today, and it's submerging Canadian taxpayers in an ocean of bills. When Canada bought four mothballed diesel-electric submarines from Britain in 1998 for \$750 million, it was called "the deal of the century" by the Canadian government. Some deal. One of the subs, the *Chicoutimi*, didn't even make it back to Canada, catching fire on its maiden voyage and killing one sailor. Bad sign, that. Today the *Chicoutimi* (below) is in drydock for repairs, along with the other three, and it won't be in the water until 2013 — if ever.



The Canadian diesel-electric SSK submarine *HMCS Victoria*. Now Canada's government and its defense minister, Peter MacKay, are openly considering buying nuclear submarines and torpedoing its fleet of trouble-plagued diesel electrics. Even the suggestion of nuclear subs has met stiff political resistance in the past. But, given the non-nuclear u-boats' dismal showing — or no-showing — that might change. The bill so far for the grounded fleet is almost \$3 billion — or just about what it would cost to buy a new nuclear submarine. For those keeping score, that's \$750 million CDN for the original purchase (supposedly a "steal"). Add \$1 billion for repairs on the four boats to date, plus \$1.3 billion committed by Ottawa to future repairs.

As for the \$750 million it paid for the four submerging lemons to the Brits, noted Canadian newspaper columnist Peter Worthington says puckishly, "It's lucky they didn't offer us suits of armor." Vice-Admiral Paul Maddison, Canada's naval commander, says the navy overpromised on repair deadlines and underestimated the challenges of getting the subs ready for operation in Canada. For instance, he noted, the military had to scramble to find parts suppliers for the Victoria-Class submarines. He says shuttering the expensive Canadian sub program, as some have suggested, would create a gaping hole in Canada's naval defenses. Today more than ever, a military presence is needed in the arctic. The U.S. sent its first nuclear sub, the *Nautilus*, under the North Pole back in 1958. U.S. submarines routinely cross under arctic ice, and the U.S. Defense Department agreed last year to start allowing scientists aboard its subs to do climate and other research.

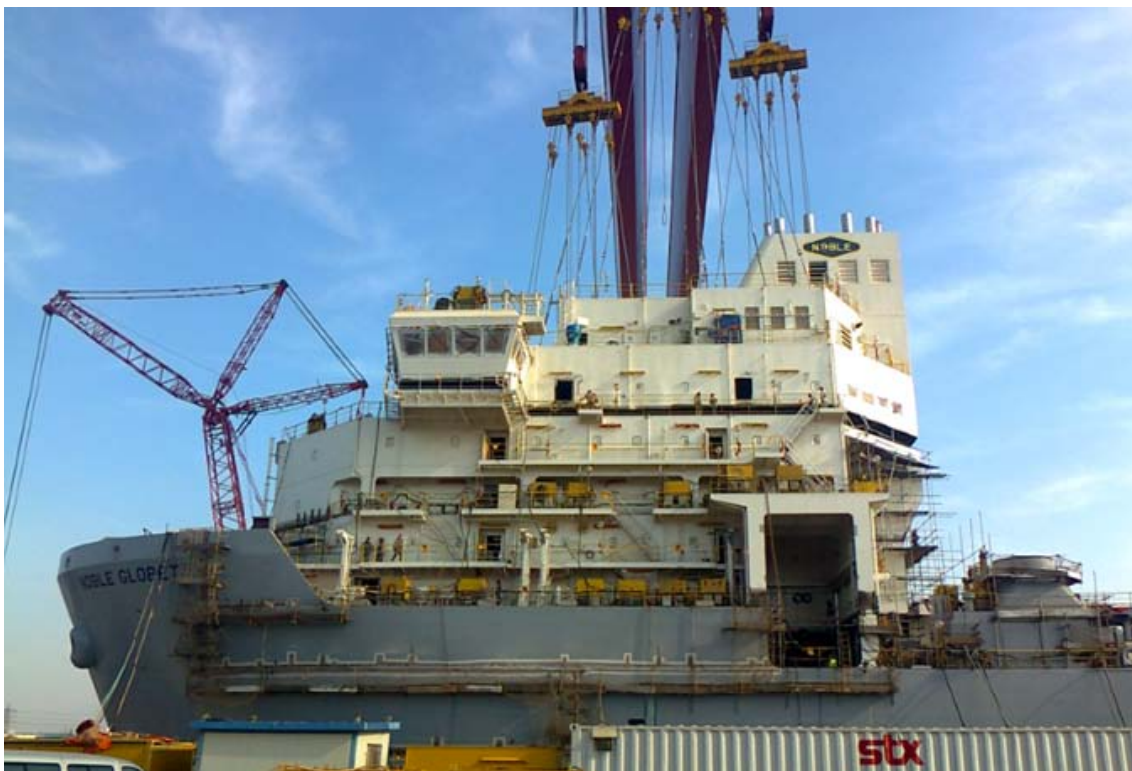
The assertion of Canadian sovereignty in the arctic — a high priority for Canada — certainly seems to indicate that Canada should have at least one nuclear-powered sub up there, even if it doesn't carry nuclear weapons. Even suggesting the latter might cause serious political problems for Prime Minister Stephen Harper's government.

Harper regularly makes visits to the arctic, which is becoming an ever-more-important shipping route, to press Canadian sovereignty claims in the far north. Canada and the U.S. are currently both seriously deficient in icebreakers, and given all the above, submarines in the arctic — where U.S. and Russian subs have prowled for years — are becoming more important than ever in that remote but developing area at the top of the world. The Canadian defense

minister, MacKay, is hinting the four dud subs, which are leaking red ink, might be replaced with nuclear submarines that could patrol under the Arctic ice, something only nuke-powered subs can do.

Sinking the current Canadian fleet (before it sinks on its own) is an option now being actively considered and discussed in Ottawa. "When you look at the cost of trying to get these things seaworthy again, it just doesn't make sense," Steven Staples, president of the Rideau Institute on defence issues, recently told the CBC. The Harper government has just awarded a \$25-billion contract to build a new fleet of Canadian destroyers and frigates, and Staples says that should be enough. "Once you are in a hole, the first thing that you should do is stop digging, so I think that it is time to say goodbye to the submarines right now and focus on the new surface fleet." Yes, but those surface ships can't freely navigate in the arctic like submarines can. The budget-minded Harper government, you can see, has some tricky — and potentially costly — naval decisions to make with a fleet of submarines that are currently under water only in the financial sense. You could say the Harper government is trapped in a ... submarine sandwich: Go nuclear, or stay diesel-electric. Then there's that third option, and today, more Canadians are suggesting the country could do without submarines entirely. "Nuke the subs!" Worthington wrote in the Winnipeg Sun recently about the four lemon-scented Canadian subs. Worthington: "What advantage would nuclear subs give Canada? Well, we could better detect Russian subs under Arctic ice. What would we do if we detected Russian subs? Well, we could inform the CBC, which would relay the fact to Canadians." The Canadian columnist saves this sly observation about Canada's militarily powerful neighbor for last: **"Would we consider torpedoing a Russian sub? Good gracious, no! Not even an American sub."** Source : Bill Mann / Marketwatch

SHIPYARD NEWS



Above seen the drillship 'Noble Globetrotter 2' which is being build at the STX shipyard in Dalian (China). The final block, the wheelhouse section, has been placed last Monday. Photo : Willem Ooms ©

Vietnam: Largest home-made ship launched

Dung Quat Shipbuilding Company, a subsidiary of PetroVietnam, launched a 104,000-tonne crude oil tanker, which is the largest such vessel ever made in Viet Nam. The ship, 245m long, 43m wide and 20m high, was built under a US\$56 million contract signed with the PetroVietnam Transportation Joint Stock Corporation (PV Trans) in February 2007. The company will hand over the ship to PV Trans in March next year when it is completed. The shipbuilder is also building another tanker for PV Trans. The 105,000-tonne ship is expected to be handed over to PV Trans in 2012 to facilitate crude oil shipping for the nation's first oil refinery Dung Quat. Source: VNS



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STX's Dalian Shipbuilding delivers Supramax bulk carrier MV Vishva Prerna

The [Shipping Corporation of India](#) (SCI) accepted delivery of a Supramax bulk carrier, m.v. [Vishva Prerna](#), on November 1, Exim News Service reports. The vessel has gross tonnage of 33,185 tonnes and deadweight of 57,161 tonnes. It has been classed with DNV and IRS and built to comply with the latest and most stringent international regulations, Transport Weekly reports. It is the second of the six Supramax bulk carriers SCI ordered from STX (Dalian) Shipbuilding Co. Ltd, China, in December 2007. The remaining four ships are scheduled to be delivered in a phased manner by March 2012. These vessels were ordered as part replacement for SCI's existing Daewoo series Handymax bulk carriers built in 1986-87. With their induction, the overall age profile of SCI's bulk carrier fleet will improve significantly. As a national carrier, it has been SCI's aim to enhance its presence in India's ever-increasing dry bulk trade and to strengthen its bulk carrier fleet. With the addition of this vessel, SCI's fleet strength stands at 81 vessels of 5.80 million DWT. It has 26 vessels on order at present, with 7 of these scheduled for delivery by the end of 2011. In accordance with the directive of the Central Vigilance Commission, the Vigilance Division of SCI is observing Vigilance Awareness Week 2011 at all its offices from October 31 to November 5. The main focus of the Vigilance Awareness Week this year is 'Participative Vigilance'. In keeping with this theme, the Vigilance Division has organised various programmes/competitions. At the inaugural function on October 31, the pledge was administered to employees by Mr S. Hajara, Chairman and Managing Director. Messages from the President of India, the Vice-President, Prime Minister, Leader of the Opposition and the Central Vigilance Commissioner were read out by Mr M. B. Sagar, IPS, SCI's Chief Vigilance Officer. **Source : PortNews**



The 2008 built, Type 625 Supply Vessel, [BOURBON LIBERTY 108](#) seen arriving at Malta, for Palumbo Ship Yards.

Photo : Gejtu Spiteri ©

Vancouver Shipyards awarded chip barge contract

Canada's [Vancouver Shipyards](#) is to build six chip barges for parent company [Seaspan Marine Corporation](#). The newbuild contract coincides with Vancouver Shipyard's recent win of the C\$8 billion National Shipbuilding Procurement Strategy (NSPS) non-combat contract with the Canadian Federal Government.

"The Seaspan Marine contract, coupled with two contracts awarded in late December 2010 to build three chip barges and one oil barge, will ensure stability in our workforce until the steel is cut on the first non-combat vessel," said Jonathan Whitworth, Seaspan CEO. "In addition to increased maintenance and repair to our Seaspan tug and barge fleet, the new construction contract will not only provide work for in excess of 200 skilled trades people, but it also allows the company to continue apprenticeship, purchasing and project management training ahead of the NSPS program."

"This new contract further signals Seaspan's commitment to continued re-investment in the marine industry, and the commitment to our forest product customers such as Catalyst Paper Corporation, Nanaimo Forest Products and Howe Sound Pulp & Paper," said Mr. Whitworth.

The six new chip barges are similar in design to the twelve barges built at Vancouver Shipyards since 2000. They will measure 61 m in length, 15 m in breadth and 4 m depth. Construction on the new barges will begin in January 2012 with completion of all six-chip barges by January 2013. "We are extremely pleased to announce the new construction contract for Vancouver Shipyards," said Mr. Whitworth. "This will give them the opportunity to hone their already efficient and well developed shipbuilding skills in time to start construction of the 56 m Offshore Fisheries Science Vessel for the Canadian Coast Guard in late 2012." [Source : MarineLog](#)

ROUTE, PORTS & SERVICES

LNG Carrier Due at South Hook Next Week

The [Lijmiliya](#) LNG carrier, with a capacity of 263,000 cubic metres, is due to arrive in the UK's South Hook terminal November 14, according to the Milford Haven Port Authority website. The South Hook terminal can process 15.6 million tonnes of LNG a year and is capable of delivering 21 billion cubic metres of gas a year into the UK's national transmission system. Qatar Petroleum owns 67.5 per cent of South Hook LNG Terminal Co, Exxon Mobil Corp 24.15 per cent and Total SA owns the rest. [Source: LNG World News](#)



The [REBECCA](#) seen at the Westerscheldt River – [Photo : Henk de Winde ©](#)

CUMMINS ANNOUNCES NEW 6.7 LITER QSB7 MARINE AUXILIARY ENGINE

Cummins Inc. (NYSE: CMI), a leading manufacturer of diesel engines for the commercial marine industry, is pleased to announce the latest addition to the Quantum Series product line and the company's newest marine auxiliary engine, the QSB7-DM. The Quantum Series 6.7 liter engine was designed for industry-leading reliability, durability and the low cost of ownership marine operators have come to expect from Cummins. "Operators can feel confident knowing Cummins developed a marine engine based on an existing base engine that has proven successful in demanding industrial and power generation applications since production began in 2007," says Cummins Chief Engineer – Commercial Marine, Mike Aufdermauer.

Cummins is looking forward to the first QSB7 marine genset installation for Weeks Marine of Cranford, New Jersey and Covington, Louisiana in late 2011. A radiator-cooled generator set will be installed on the BT105 floating living quarters barge and will run continuously throughout the duration of the 12-month field test. Supporting dredging personnel, the barge will operate between Panama City and the tip of Texas in the Gulf of Mexico. With prime power ratings from 98 to 210 kW, the QSB7-DM is ideal for ship's service and emergency genset power. All ratings are IMO Tier II and EPA Tier 3 certified, plus 50 Hz ratings feature EU Stage IIIa non-road certification. The QSB7 utilizes advanced combustion technology to reduce emissions in-cylinder without the need for aftertreatment.

The QSB7-DM has been certified by globally-recognized marine classification societies, including American Bureau of Shipping (ABS), Bureau Veritas (BV), Det Norske Veritas (DNV), Germanischer Lloyd (GL) and Lloyd's Register (LR). It was designed to meet Safety of Life at Sea (SOLAS) and multi-engine Unmanned Machinery Space (UMS) requirements. Built at Darlington Engine Plant in Darlington, U.K., the QSB7-DM is scheduled to begin production in mid-2012. The engine's high-pressure common rail electronically-controlled fuel system provides constant high injection pressure regardless of engine speed or load condition, reducing noise and vibration for quiet operation and faster load acceptance. Single loop, low temperature aftercooling eliminates the need for two keel coolers and lowers emissions. Operators have the choice heat exchanged, keel cooled, and fan drive for radiator cooled applications. The cast water cooled exhaust manifold lowers surface temperatures to levels required by SOLAS, while also improving performance, and the engine's rear engine-mounted water cooled turbocharger from Cummins Turbo Technologies has been optimized for marine applications.

The QSB7 auxiliary engine is easily integrated with Cummins C Command HD basic and Elite Plus class-approved panels. Based on C Command architecture originally designed for high horsepower engines, C Command HD instrument panels include a selection of monitoring and display options to help operators protect and enhance engine operations and manage operating costs by logging critical operating parameters such as engine load, duty cycle, speed and fuel consumption, while providing diagnostic and prognostic capabilities. A common point of connection in the customer interface box simplifies the link between engine electronics and vessel systems. All Cummins products are supported by a global team of marine-certified distributors offering sales, service and application expertise. Further, the QSB7-DM is covered by a comprehensive one year warranty, valid at authorized Cummins service outlets worldwide. It is also backed by Cummins industry-leading Mobile QuickServe® program. Cummins QuickServe® offers the most sophisticated diagnostic and repair tools in the industry and the largest international parts and service network of any engine manufacturer.

Cummins will showcase the QSB7-DM at the upcoming Europort commercial marine trade show in Rotterdam, Netherlands, November 8-11, marking the first time the product will be displayed anywhere in the world. Press and visitors are invited to stop by stand number 307 in hall 1 to get a firsthand look at the new 6.7 Quantum Series marine auxiliary and discuss product features with our team of experts.



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Above seen the **Conti Singa** and the **Conti Sharjah** anchored in the Everingen (near Vlissingen) to load bunkers and potable water upon completion of their charters, most probably enroute for a lay-up berth in Northern Europe

Photo : Rob Oostdijk ©

4 from Denmark look at Juneau for cruise ship port development

Four representatives of Copenhagen, Denmark, were in Juneau on Friday learning more about Juneau's cruise ship berths.

Copenhagen is in the process of constructing three new cruise ship berths, taking down others for urban development and reclaiming an area near the cruise terminals for shipping containers and cars. The construction will be a small expansion of the cruise ship capacity the port can handle. The comprehensive project will cost 1.1 billion Danish krone, or approximately \$250 million U.S. dollars. The team is investigating the possibility of making shore power hookups at the planned cruise ship terminal mandatory — that includes what the investment would take, if the market would support it, and what the consequences of doing so would be.

Bengt-Olof Jansson, chief technical officer of the Copenhagen Malmö Port (CMP) came with electrical consultant Dennis Huusfelt with Ramboll Buildings and Design and BY&HAVN representatives Kirsten Ledgaard, senior head of planning, and Hans Vasehuse Madsen, head of construction. BY&HAVN is the city of Copenhagen's development corporation for both city and port. "This trip is to end up with a paper for the politicians giving a recommendation what to do," said Vasehuse Madsen.

Jansson said he works for both the Danish side of port operations, but also the metro of Malmö in Sweden. Malmö is across the Oresund Sea from Copenhagen and connected by a bridge. The port is one of the largest Northern European cruise ship terminal operators and has a sizeable share of the car and oil transport market. Ownership of the port, Ledgaard said, is 45 percent state and 55 percent city owned, and both must agree to the final plan. CMP is a joint venture company registered in Sweden and is half owned by the Copenhagen City and Port Development, 27 percent owned by the City of Malmö and 23 percent owned by private investors. Vasehuse Madsen said it took more than three years to get approval and funding for the project, which has a tight deadline of two years for construction.

That's a rather short time frame considering the project will significantly transform the port. They have until 2014 to complete three terminal buildings along the new cruise ship berths because of a late change order. The initial draft

had tent-like structures and they found it would be cheaper to just construct buildings. This past season Copenhagen had 250 calls to port and they have 2.5 new ships coming into port every year — so their tourism niche is growing. In the entire global cruise industry, the Baltic Sea service is the third largest. “We are close to fully occupied in the season to dates that are booked by the cruise managers,” Jansson said. “We haven’t said ‘no’ to date.”

Jansson said one component of looking at shore power is environmental. There is a benefit to having shore power for cruise ships because it means they aren’t burning diesel in port. One dilemma that may come with Copenhagen’s consideration is the amount of wind power available. If the cruise ships take their energy from the city’s second large source of power — coal — it negates the environmental benefit, Ledgaard said.

Choosing an energy source isn’t the only hurdle. Vasehuse Madsen said the cruise ships connect with 60 hertz, while the city is equipped for 50 hertz, so converters would be required. Another challenge their studies have found is that the majority of cruise ships coming to their port are 20-30 years old and only about two ships per season are equipped with the capability of accessing shore power. Jansson said it’s currently looking like a bad business case, but positive environmentally. It would cost about 6 million Euro (about \$8.26 million) and take 15 years to pay off, based on current potential users. But they are charged with finding out costs, benefits and challenges of developing shore power at all three new cruise ship berths. Construction includes conduit to run those lines to the berths, but actual connections will be further out once Copenhagen decides the best course.

Jansson said they are a little afraid of pushing forward as a solo port because ships are not easily converted and if the city were to make shore power hook ups mandatory that could push them out of the market. If the other ports along the route — Helsinki; St. Petersburg, Russia; Stockholm and Tallinn, Estonia — also developed shore power requirements, it could be more successful. Jansson said their study also found the majority of energy spent by cruise ships is actually at sea, not at shore. The study also investigated how many cruise ships can utilize shore power and found approximately 38 globally. The group chose Juneau (along with Seattle, Vancouver and San Diego) because it was one of the first to install shore power at a cruise ship terminal and it’s environmentally friendly electricity provided by hydropower. The group wanted to get information on Juneau’s “best management practices” because of the environment aspect.

Kirby Day, who spoke for Princess Cruise Lines, told the contingent about Juneau’s unique situation. He said Juneau, at the time, had excess hydro power and the Lake Dorothy project was in progress. Day said part of the reason for considering the change was because cruise ships had a stigma of creating a smoggy-like atmosphere in a town like Juneau where the port is situated in a bowl. “This was the one most impacted by visible emissions,” Day said. “Also having a local presence here, having cruises here for 40-50 years, we wanted to find a way to environmentally be a good neighbor and try to solve this issue with at least one of the berths. Back in 2001, people said that will never work. No one had ever tried this before. It’s not like plugging in a coffee pot.” Day explained how power is now more limited and that if there is limited power for city operations, cruise ship power is cut off.

Day said that there were 80 calls to port at the Franklin Dock this past season and they hooked up to shore power about 70 times, but the 10 or so that had problems were related to software and other technical issues, not necessarily a lack of available hydropower. Day said that about 11 of Princess’ 17 cruise ships are shore-power capable, with the smaller ones generally not having the option. Drew Green, of Cruise Line Agencies of Alaska told them in Alaska, ports have to grow with one another or they learn a hard lesson and get wedged out of the market. Green said they’ve also been dealing with environmental issues regarding wastewater discharge. He said Alaska has the strictest rules in the world on it and CLA is working to find a balance by looking at the science behind the rules. The group also heard from Bryan Farrel from Alaska Electric Light & Power, Jim Dorn about wastewater and from presenters on cruise ship tracking and the Ocean Rangers program. [Source : juneauempire.com](http://juneauempire.com).

Pacific Carrier Newcomers Face \$150 Million Losses

Six ocean carriers that entered the trans-Pacific liner market in the past two years will account for \$150 million of the likely \$800 million total losses on the trade in 2011, according to Alphaliner. The newcomers’ market share, which peaked at 5 percent in July, is set to fall to 1.5 percent as severe competition has forced four carriers – Norway’s TCC, Chile’s CSAV, Horizon Lines of the U.S. and Grand China Shipping – to exit the trade, the container market analyst said.

The survivors – China’s Hainan PO Shipping and TS Lines of Taiwan – are struggling to maintain their presence amid weak market demand, higher fuel costs and a 20-percent drop in freight rates since January. Despite trimming their

services, the two carriers face mounting losses as their relatively small ships put them at a disadvantage to their bigger rivals.

The newcomers' high exposure to the spot market – 78 percent of their volume came from non-vessel operating common carriers compared with a market average of 38 percent – also meant they were unable to leverage on the more stable beneficial cargo owner rates and volumes to sustain their operations. Of the two carriers that publish their accounts, TCC recorded a \$16 million net loss in the March 2010 to April 2011 period before it suspended service. The loss would have been higher but for the time charter revenues were subletting some of its ships. Horizon Lines lost \$44 million in the first nine months of 2011 and will take a further \$105 million restructuring charge for terminating its service. The failure of the new carriers will deter further newcomers from emerging in the trade in the near term, according to Alphaliner. **Source: Journal of Commerce**

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HOS plans massive U.S.-flag OSV newbuilding spree

Hornbeck Offshore Services, Inc. reports that its Board of Directors has approved a new vessel construction program for its wholly-owned subsidiary, Hornbeck Offshore Services, LLC. The company is now in the process of finalizing negotiations with selected U.S. shipyards and expects to enter into definitive contracts in the near future. It plans to build sixteen U.S.-flagged 300 class DP-2 new generation offshore supply vessels for its Upstream business segment with options to build an additional 16 substantially similar vessels should future market conditions warrant their construction.

This will be the company's eighth vessel newbuild program since its inception in 1997, and its fifth newbuild program involving state-of-the-art, technologically advanced new generation OSVs. The company expects the aggregate cost of the first 16 vessels under this program to be approximately \$720 million, excluding construction period interest. Construction costs will be funded with cash on-hand, projected free cash flow from operations, other external financing and, if necessary, available capacity under the Company's currently undrawn and recently expanded \$300 million revolving credit facility. Delivery of the first 16 vessels to be constructed under this program is expected to occur on

various dates during 2013 and 2014, which should coincide with the delivery of approximately 145 incremental floaters and high-specification jack-up drilling rigs, currently under construction worldwide, during the same timeframe. Upon completion of the first phase of this OSV newbuild program at the end of 2014, the company projects that the weighted-average age, based on deadweight tons, of its pro forma 67-vessel fleet of new generation OSVs will be seven years.

Hornbeck says the new 300 class OSVs are particularly well-suited for the increased demands of deepwater and ultra-deepwater customers for high-specification vessels, while maintaining an overall size that maximizes efficiency from an operating cost perspective. These vessels will be built in the United States, which qualifies them for coastwise trade in the U.S. Gulf of Mexico under the Jones Act; however, the company expects them to service the anticipated increase in deepwater and ultra-deepwater drilling activity in all three its core geographic markets of the GoM, Brazil and Mexico.

The 300 class DP-2 vessel design contemplated by this newbuild program features offers 6,000 deadweight tons and 20,000 barrels of liquid mud carrying capacity. The length and high load capacity of these OSVs also make them ideal candidates for conversion into deepwater construction service and for subsea inspection, repair and maintenance work. Hornbeck expects these new 300 class vessels to offer double the deadweight tons and more than double the liquid mud capacity of its 240 class OSVs, which should allow the 300 class OSVs to command higher dayrates commensurate with their increased size and capabilities. **Source : MarineLog**

French court cancels "DSP" subsidy on Corsica

The DSP or "Délégation de Service Public" is a French subsidy system that allows a continuity in the maritime transportation services between mainland France and Corsica. In 2006 the DSP, worth of EUR 100 million had been awarded to SNCM /CMN for the period 2007-2013. After competitor Corsica Ferries went to court twice the court in Marseille's verdict was that the DSP had to be cancelled, and that a new DSP should be launched as from September 2012.



The **CORSICA VICTORIA** – Photo : Piet Sinke ©

The court said the system was against the European cabotage rules. A clause includes extra subsidies when SNCM would fail to generate enough revenue. This extra subsidy is seen as unfair state aid. The court's decision will probably "reset" the whole system of subsidies. **Source : shippax.se**



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The **PRINCIMAR HOPE** seen moored in Cape Town – Photo : Aad Noorland ©

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BOEKBESPREKING

Door : Frank NEYTS

"Replacing Your Boat's Engine"

Bij Adlard Coles Nautical verscheen "**Replacing Your Boat's Engine**" Geschreven door Mike Westin. In de serie uiterst praktische, stap-voor-stap fotografische handboeken, vormt "ReplacingYour Boat's Engine" een handige gids met een no-nonsense benadering voor iedere stap nodig voor het vervangen van de scheepsmotor in uw jacht of motorboot. In klare taal, zonder al te veel technische termen, met honderden kleurenfoto's, beschrijft het boek wat te doen bij het vervangen van de motor. Bovendien komen randvragen aan bod, zoals de evaluatie van diverse alternatieven, het kostenplaatje, de brandstofcircuits en -tanks, en het testen van de vervangen motor. Een aanrader voor elke pleziervaarder. "**Replacing Your Boat's Engine**" (ISBN 978-1-4081-3294-4) kost £17.99 en telt 138 pagina's.. Bestellen kan via de boekhandel, of rechtstreeks bij de uitgeverij Adlard Coles Nautical, 38 Soho Square, London W1D 3HB,UK. www.adlardcoles.com

.... PHOTO OF THE DAY



The **Algobay** in Halifax offloading grain that was loaded in Thunder Bay. Photo : Jack Gallagher ©

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