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Above seen the JASCON 22 (ex- Smit-lloyd 111), coming alongside the DCV Balder for taking fuel bunkers in the Usan oil field Nigeria

Photo : Teye Otter o/b DCV Balder. ©

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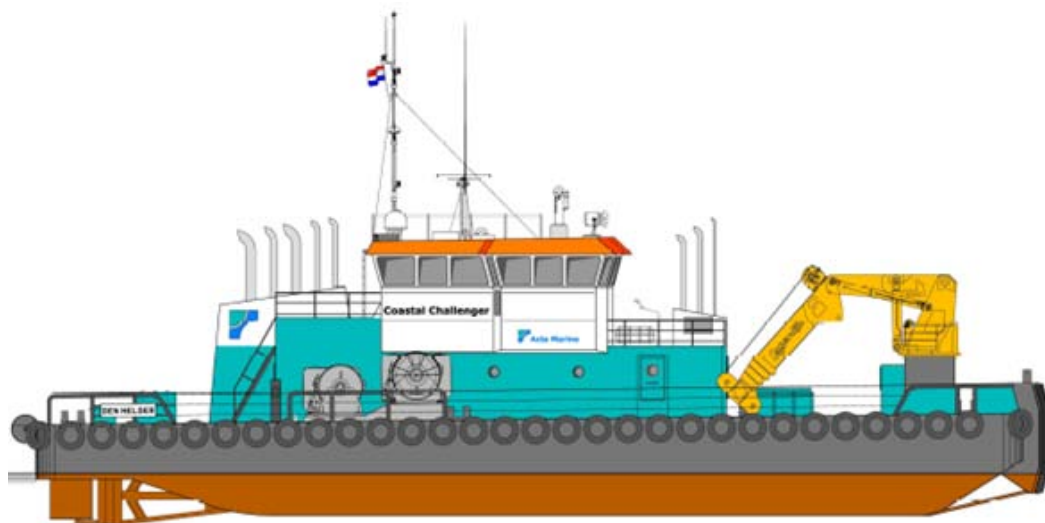
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Acta Marine orders new DP Multi Purpose Vessel with 30 tons bollard pull



Leading workboat operator Acta Marine is further expanding their fleet with a new multipurpose workboat with Dynamic Positioning and more than 30 tons bollard pull. The vessel, which will be named "**Coastal Challenger**", is a more powerful version of Acta Marine's existing unit "**Coastal Discovery**".

The multipurpose vessel has the following main characteristics:

- 35 by 12 meters
- Propulsion power: 2,380 Kw (2 x fixed pitch propellers and 1 azimuth thruster)
- Two azimuthing bowthrusters: 250 kW each
- 80 tons anchor handling winch / 50 tons towing winch
- 240 Ton/meter hydraulic deck crane
- DP-1 classification
- accommodation on board for 10 persons.

Coastal Challenger will be the fourth unit within Acta Marine's fleet of 40 workboats that is equipped with Dynamic Positioning. The company was the first owner/operator to apply this technology in a smaller type of workboats. Also unique for a vessel of this power, is the operating draft of only 1.8 meters, making the vessel particularly suitable for operating in ultra-shallow waters and very close to coastlines. The vessel is currently under construction in the Netherlands by Maritiem Cluster Friesland. Upon delivery in June 2012 the new build vessel will be available for charter. **Acta Marine, Den Helder, the Netherlands - tel.: +31.223.615 666, email: info@actamarine.com**



The **PACIFIC PARROT** seen in Port Moresby – Papua New Guinea – **Photo : Bjorn de Groot ©**

NEW INSTRUCTIONS REGARDING WEAPONS AND ARMED GUARDS

The **Gard P&I Club** issues alert for Egypt/Suez Canal - new instructions regarding weapons and armed security guards onboard commercial vessels as follows:

During August 2011, the Egyptian Authorities announced that commercial vessels in Egyptian territorial waters were not allowed to carry any weapons or armed security guards onboard as this was stated to be contrary to international maritime law.

Consequences in case weapons were found onboard vessels when staying in Egyptian territorial waters whether that be along quays in ports, while anchoring in the inner or outer waiting areas or while transiting the Suez Canal, were reported to be serious. The master of the vessel and her crew members would be liable to legal penalties in accordance with Egyptian Law such as arrest of the vessel and her master, and any person onboard carrying weapons without permission.

Gard's understanding is that the above described prohibition notice by the Egyptian Authorities on carrying weapons through the Suez Canal was originally introduced as a precautionary measure to prevent weapons being smuggled to/from Egypt during a period with somewhat unstable conditions in the country.

It appears, however, that implementation of the said requirements have not been carried out in practice, mainly due to the difficulties associated with the implementation itself but also due to the somewhat negative effect it would have on the shipping business in the area. Gard's correspondent in Egypt advises that, to their knowledge, no searches of any kind have been carried out onboard vessels, neither during Suez Canal transits nor during port stays.

Reportedly, the Egyptian Authorities have now withdrawn the previously announced prohibition notice and instead all vessels carrying weapons and armed security guards onboard when entering Egyptian territorial waters are now required to present a letter certified by the vessel's flag state detailing:

- name of ship and the shipowners;
- list of weapons and ammunitions carried onboard;
- number of armed guards onboard; and
- the identity of the employers of the armed guards onboard.

According to the authorities, the letter should also include a confirmation that the weapons and ammunition carried onboard will not be used during the vessel's presence in the Egyptian territorial waters.

Prior to entering Egyptian territorial waters, Members and Clients should ensure that the vessel carries the certified letter in accordance with the new instructions announced by the Egyptian Authorities.

There are currently no indications as to how Egyptian Authorities plan to implement and follow-up the new requirements for vessels transiting the Suez Canal and the consequences were weapons to be found onboard vessels not in possession of the required letter. Hence, Members and Clients should contact their local agents for the latest information on the requirements of the Authorities and make the necessary arrangements accordingly. **Source : Gard P&I**



The **MANILA EXPRESS** seen at the Westerscheldt River – **Photo : Walter de Groot ©**

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Singapore seizes COSCO ship over payment dispute

Singapore has impounded a vessel operated by China COSCO Holdings because of a payment dispute, the company said on Wednesday, reigniting concerns over China's relationship with the global maritime industry. The 74,000-tonne bulk carrier, **Song Shan Hai**, is the third vessel to be seized by authorities this year as China's top shipping conglomerate struggles with a severe downturn in the freight market. "Our company chartered out this vessel to

another company. The company did not abide by the contract and did not pay us," said a Hong Kong-based COSCO Holdings official. "We will get it back soon." He said the incident was not related to lease disputes with shipowners earlier this year. COSCO had at least two other vessels briefly seized this year after it halted payments to several ship owners to force better terms, a move that has hurt its relationship with some maritime companies. COSCO, operator of the world's largest bulk cargo fleet and a major global container shipper, has resolved most of its lease disputes with ship owners, managing to successfully reduce a "large portion" of its charter costs, its chairman told Reuters last week.

In the Singapore case, the COSCO official said the unidentified company failed to pay it around \$1 million for usage of the vessel, prompting COSCO to seek its immediate return. Wendy Leong of Asia Legal, representing COSCO's unidentified client, said the sheriff's department of Singapore's Supreme Court seized the ship on Friday and will hold it until the dispute is resolved. She declined to comment on the case.

Many of COSCO's shipping contracts were struck during the 2008 shipping boom, when the industry's largest capesize vessels were being rented by COSCO and others for around \$100,000 a day. The dry bulk market has since plummeted due to the economic downturn and an oversupply of vessels, leaving COSCO paying 2008 prices for ships that now rent for \$23,000 a day. COSCO made a net loss of 2.07 billion yuan (\$325.81 million at the time) in the third quarter, hit by sliding freight rates and overcapacity in the industry. Its Hong Kong-listed shares have lost half their value since the start of the year, underperforming a 13 percent drop in the Hang Seng Index. "I would have to think COSCO's reputation has taken a hit by all of this," said Janet Lewis, an analyst at Macquarie Securities. "But it sounds like this dispute in Singapore is a little bit different, so it is hard to say if this is the same situation or just a typical industry dispute." **Source : Reuters / The Star**

Iranian Navy Thwarts Pirate Attack on Oil Tanker in Red Sea



An attempt by pirates to hijack an Iranian oil tanker in the Red Sea was foiled after an Iranian fleet of warships present in the region rushed to the scene. Lieutenant Commander of the Iranian Navy Rear Admiral Seyed Mahmoud Moussavi announced that the Iranian oil tanker came under attack by 15 Somali pirate speedboats off the eastern coasts of Hanish al-Kubra Island in the Red Sea, but Iran's **Jamaran** destroyer thwarted the attack with timely action.

Moussavi said that this was the second conflict between **Jamaran** and the pirates in the region and the destroyer's first clash in the Red Sea. The commander noted that the Iranian fleet of warships escorted the oil tanker to secure waters. Iran's 16th fleet of warships, comprising **IRI Bandar Abbas** Warship and the home-made Jamaran Destroyer, started its naval mission on October 9.

See the **Jamaran** video at:

http://www.youtube.com/watch?v=NvuDMnk42s0&feature=player_embedded

The Iranian Navy has been conducting anti-piracy patrols in the Gulf of Aden since November 2008, when Somali raiders hijacked the Iranian-chartered cargo ship, **MV Delight**, off the coast of Yemen. According to UN Security Council resolutions, different countries can send their warships to the Gulf of Aden and coastal waters of Somalia against the pirates and even with prior notice to the Somali government enter the territorial waters of that country in pursuit of Somali sea pirates. The Gulf of Aden - which links the Indian Ocean with the Suez Canal and the Mediterranean Sea - is an important energy corridor, particularly because Persian Gulf oil is shipped to the West via the Suez Canal. **Source: FNA**

Jumbo Shipping VOF regelt bewapende particuliere beveiling voor haar zwareladingsschepen in piraten gebieden.

Jumbo Shipping in Rotterdam, bij monde van haar woordvoerder **Arnold van der Heul**, kondigt aan evenals de firma **Vroon** in Breskens voor eigen bewapende beveiling, uitgevoerd door een particuliere beveiligingsfirma, over te gaan.



De overheid weigert tot op heden toe bewapende particuliere beveiligers toe te staan op schepen onder Nederlandse vlag. (Nederland is daarbij ongeveer een uitzondering geworden in Maritiem Europees verband) De aankondiging en oproep van Firma **Vroon** uit Breskens aan Nederlandse reders tot "burgerlijke ongehoorzaamheid" wordt door **Jumbo** dan ook van harte en volledig ondersteund.

Jumbo vindt dat de huidige - al 3 jaar durende impasse - totaal onaanvaardbaar is en daarmee onnodige en overbodige veiligheidsrisico's tav opvarenden, schip en lading worden genomen. De mogelijkheden voor toewijzing van bewapende Nederlandse militairen zijn zeer onzeker vanwege

- onduidelijkheid over beschikbaarheid/capaciteit bij MinDef
- aanmeldingstijd MinDef is 6 weken. Dat is voor de meeste reders onmogelijk. Immers heel vaak gebeurt het dat een geplande reis wordt gewijzigd en daardoor slechts enkele dagen beschikbaar zijn (bv een schip in Dubai die ipv naar China moet, nu geïnstrueerd wordt terug te keren naar Europa)
- absolute onduidelijkheid bestaat tav door overheid/MinDef gehanteerde criteria tav toewijzing van Nederlandse militairen. MinDef weigert het begrip 'kwetsbaar' of "zeer kwetsbaar" te presiceren (onder het mom van geheim)
- onderzoek heeft aangetoond dat particuliere beveiliging slechts een fractie kost van de kosten die MinDef reders nu oplegt (circa Eur 200,000 per toewijzing)

Jumbo doet met klem een beroep op de Nederlandse overheid haar beleid om te buigen en het door reders te regelen bewapende particuliere beveiliging toe te laten. Het is niet uitsluitend de overheid die zich moet houden aan de toepasselijke geweldinstructies tav van beveiliging/piraterijbestrijding; ook reders met particuliere beveiligers zijn zeer wel in staat diezelfde geweldinstructies te accepteren en daar strikt en stipt mee om te gaan.



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The **SMIT AMANDLA** seen departing from Cape Town - Photo : Glenn Kasner ©

Widdows Predicts 'Significant' Ship Idling in 2012

Shippers should be angry over behavior that has hit industry finances, former NOL chief says

Retired NOL Group President and CEO Ron Widdows, decrying the steep rate-cutting that is crippling the shipping industry's financial health, said he expects container lines to idle a large swath of capacity next year in response to deep losses. "I do believe there will be a substantial amount of capacity that will be parked," Widdows told apparel importers in a candid and often grim look at market conditions on Tuesday. Freight rates have fallen too much this fall, he said, for carriers to maintain existing services, and shippers face the prospect of a new round of ship idling reminiscent of the idling that laid up hundreds of vessels during the 2009 economic and trade downturn.

"You should be really pissed off by a carrier community that behaves this way," Widdows told the annual Textile and Apparel Importer Trade and Transportation Conference in New York. "Your service delivery is going to be affected because the only action the carriers can take is to lay up capacity." Spot rates for Asia-to-U.S. container shipments have fallen some 30 percent over the past year, according to measures by Drewry Shipping Consultants and the Shanghai Shipping Exchange.



APL AUSTRIA in Southampton Water inbound for Southampton – Photo : Chris Bancroft ©

Widdows, who retired this fall as president and CEO of Singapore-based NOL, the parent of container line APL, said he expects the slashed spot pricing to have an impact on next year's contracting for trans-Pacific services unless tighter capacity changes market dynamics. "That huge bump in ship idling we saw before, something like that will happen again. Will it happen before the trans-Pacific contracting period? It could, but probably not," he said. Carriers say services already are being trimmed in line with demand. "Over 10 percent of the capacity in the trans-Pacific has been withdrawn since September," Erxin Yao, president of OOCL (USA), told the importer conference. That amounted to more than 86,000 20-foot-equivalent units of capacity. Some of the mega-ships that carriers have ordered in the past two years might never hit water, Yao noted. "People are looking at the order books," Yao said, "but whether all those orders will get financing is another question." Source : The Journal of Commerce Online

IMO GUIDANCE UPDATED

Although updated only recently, the IMO Marine Environment Protection Committee's "Guidance for the Recording of Operations in the Oil Record Book Part 1 – Machinery Space Operations (All Ships)" contained in MEPC.1/Circ.736/Rev.01 has been revoked and replaced by a new revised edition: MEPC.1/Circ.736/Rev.02.

The new revised guidance is intended to ensure compliance with MARPOL requirements for making entries in the Oil Record Book (ORB) Part 1 –Machinery Space Operations, and includes examples of ORB entries showing the correct use of the different codes and item numbers, along with explanatory notes. Members are advised to forward the IMO guidance document to their vessels to ensure compliance with the updated requirements. Port State Control Officers often inspect the ORB to ensure that the information it contains is accurate, and any discrepancies may trigger a more detailed investigation. In the event of serious ORB discrepancies being found the vessel may be detained and, in certain jurisdictions, crewmembers and managers/owners may be exposed to civil and/or criminal penalties.

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The **MERMAID SAPPHIRE** seen anchored off Singapore – Photo : Jonathan Lee ©

AP Moller-Maersk's Q3 profit plunges

Danish shipper and oil group A.P. Moller-Maersk A/S on Wednesday reported a third-quarter net profit of 1.64 billion kroner (\$303 million), down significantly from 9.16 billion kroner last year as declining freight rates hit its container activities.



The **MAERSK ROSYTH** seen enroute Rotterdam – Photo : Ria Maat ©

It also reiterated that it expects a lower full-year result than that achieved in 2010, with tough conditions in its core container business dragging it down. Shares fell around 2 percent to 34,120 kroner (\$6,314) in early trading on the stock exchange in Copenhagen. The world's largest container shipping company said revenues amounted to 81 billion kroner, down 1 percent year-on-year.

But the biggest headache was attributed to its container business, where competition, excess supply of tonnage and declining freight rates are proving tough. "The unsatisfactory market conditions are a challenge," CEO Nils Andersen said. Although his company anticipates the container unit to deliver a negative result on the full year because of lower rates, particularly on trade between Asia and Europe, he said he is still confident that the group will deliver a positive 2011 profit of 3.1-3.5 billion kroner, including profits made on divestment gains. "We are heading for a fairly

satisfactory result for 2011, in particular when you consider the very low rates in container shipping," he said. The full-year result, it said, is expected to be boosted by profits in most of its other units, including its oil and gas, terminal and shipping activities. Source : BuffaloNews



Iskes latest fleet addition the 63 ton BP **ARGUS** seen during her first job in the port of Ijmuiden, assisting the **SCH 118 JOHANNA MARIA** upon departure from the Haringharbour to sea – Photo : Marcel Coster ©

Private navy to protect vessels against pirates - at US\$30,000 per ship

A PRIVATE navy of small gunboats, likely to fly the Cypriot flag, is expected to be on patrol in five months to escort ships and protect them against pirate attack as they transit the Gulf of Aden. "The bullet-proof boats will charge about US\$30,000 per ship travelling in a convoy of around four vessels over three to four days," Convoy Escort CEO Angus Campbell told Bloomberg.

"We are going to be a deterrent. We are not in the business of looking for trouble, but if anybody tries to attack a vessel we are escorting, our security teams will deploy force if they have to act in self defence." The private marine patrol has been organised by Convoy Escort Programme Ltd and backed by the UK insurance and reinsurance broking company Jardine Lloyd Thompson Group, reported Bloomberg. The report added that seven former naval patrol boats, each with eight armed guards on board, will be deployed. If things go smoothly, there will be a second stage adding 11 gun boats.

This project requires about \$30 million from investors for boat purchase, Campbell said, adding that the second stage will need a \$50 million investment and venture funds, oil companies and marine insurers are among possible investors.

The proposal for a private naval force was put forward more than a year ago and encountered delays in getting a state jurisdiction to register its ships. "Cyprus agreed to add the ships last month, following a US State Department's veto for registration in the Marshall Islands," Mr Campbell said. (Under the Compact of Free Association (COFA) between the Republic of the Marshall Islands and the United States, the US has full international defence authority and responsibilities in exchange for financial guarantees.)

NAVY NEWS



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Odense Steel Shipyard Holds Naming Ceremony for third Iver Huitfeldt Class Frigate



The third frigate of the Iver Huitfeldt class was named on Monday, 7 November 2011. Terma has supplied systems for the frigates. The Odense Steel Ship Yard hosted the ceremony where Her Royal Highness Crown Princess Mary named the ship. The three 138,9 m frigates, **Iver Huitfeldt (F361)**, **Peter Willemoes (F362)**, and **Niels Juel (F363)**, give the Royal Danish Navy an unprecedented capability to contribute to a wide range of national and international defense and security missions, not least due to the complex systems and hardware delivered by Terma. Terma has provided the frigates with its comprehensive command & control system C-Flex. This system integrates the shipboard weapon and sensor systems as well as provides surveillance of air, surface, and subsurface data, compiling them into a tactical picture that provides the most current data. The accuracy and

effectiveness of the C-flex system allows for the commanding officer to make time-critical decisions and perform actual target engagement.

In addition to the C-Flex system, Terma has provided the frigates with its newest SCANTER 6000 radar as well as the SKWS decoy system. Today's increase in peacekeeping and controlling activities calls for non-aggressive self-defense systems. By equipping the frigates with Terma's Soft Kill Weapon System (SKWS), which is a modern decoy launching system, it is possible for the Royal Danish Navy to contribute to international peacekeeping missions. The SKWS solution is also better equipped to handle the new missiles, which are often stealthier, more maneuverable, and increasingly more "intelligent" with regard to target discrimination and electronic counter-countermeasures functionality.

Terma has also delivered the frigates' Helicopter Approach and Surveillance Radar System. The SCANTER 6000 is an all-weather sensor solution delivering exceptional resolution through the application of advanced hardware design and intelligent processing. The SCANTER 6000 is the only radar in its class capable of providing simultaneous small target detection, helicopter guidance, and large and small target detection at close and maximum range.

With the naming of the third and final ship, the Iver Huitfeldt class frigates are ready to enter service with the Royal Danish Navy in 2012 and 2013. **source: shipbuilding tribune**



Above seen 15th January 2010 commissioned Portuguese Navy Bartolomeu Class Frigate **NRP D. FRANCISCO DA ALMEIDA F334** (ex- F834 Hr Ms Van Galen) entering Grand Harbour, Malta on Tuesday 8th November, 2011 bound to Valletta Cruise Port Terminal. Photo Cpt. Lawrence Dalli - www.maltashipphotos.com ©

French frigate joins EU NAVFOR fleet

Wednesday 9 November, the French frigate **FS FLOREAL** has integrated the EU NAVFOR Task Force 465, EU NAVFOR press release said. **FS FLOREAL** is a 93.5 meter long frigate based on the French island "La Réunion" and has a displacement of 2950 t when fully loaded. She has a crew of just under 100 and is equipped with a Panther helicopter.

EU NAVFOR Somalia is a counter-piracy taskforce operating in the area of the Gulf of Aden and the Indian Ocean responsible for repressing acts of piracy and for the safe escort of ships carrying World Food Program aid and vessels of the African Union Mission in Somalia (AMISOM). Additionally, EU NAVFOR monitors fishing activity off the coast of Somalia.

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Austal Celebrates Keel Laying for JHSV2 - the "Choctaw County"

On November 8, 2011, Austal held a keel-laying ceremony for its second Joint High Speed Vessel (JHSV), "**Choctaw County**" (**JHSV 2**), one of seven Austal-designed 103-metre US Navy Joint High Speed Vessels under contract with the US Department of Defense. **Captain Henry W. Stevens**, III (USN), Strategic and Theater Sealift Program Manager, PMS 385, served as the Authenticator at the ceremony, and was assisted by Brandon Mims. Brandon is an "A" Class welder who has been part of the Austal team since June 2007. The object of a traditional keel-laying ceremony is to mark the first significant milestone in the construction of the ship. However, due to Austal's modular

approach to ship manufacture, the ship is actually over 50 percent complete, with every one of the over 40 modules used to form this 103-metre aluminum catamaran design already being assembled. For Austal, keel-laying marks the beginning of final assembly. Two super modules have been moved from Austal's Module Manufacturing Facility (MMF) and erected in the final assembly bay in their pre-launch position. The rest will follow over the coming months.



Austal USA Board of Directors, Executives, and [Captain Henry W. Stevens](#) at the JHSV 2 Keel Laying Ceremony

"We have worked through our first-in-class issues and are moving into serial production," said Joe Rella, Chief Operating Officer and President of Austal USA. "With the fabrication of ["Choctaw County"](#), we are over 30 percent more efficient at this point than we were with ["USNS Spearhead"](#)." By building pieces of the ship in a separate facility, fabricators can install and test generators, propulsion equipment, electrical, piping and ventilation systems and other critical components in a controlled, efficient manufacturing environment.

Austal was selected as prime contractor in November 2008 to design and build the first JHSV, with options for nine additional vessels expected to be exercised between FY09 and FY13 as part of a program potentially worth over US\$1.6 billion.

The JHSV is a relatively new asset in the American arsenal, capable of transporting medium-sized operational units with their vehicles, allowing warfighters to transit long distances while maintaining unit integrity. Each JHSV also supports helicopter operations and has a slewing vehicle ramp on the starboard quarter which enables use of austere piers and quay walls, common in developing countries. A shallow draft (under 4 metres) will further enhance theater port access.

["USNS Spearhead" \(JHSV 1\)](#) was christened on September 17 and is preparing for builders' trials in the near future. Congressman Jo Bonner (R-AL) recently joined Austal officials in commemorating the official start of fabrication for [JHSV 3](#) which is scheduled for delivery in 2013. [JHSV 3](#) is the fourth naval vessel to be constructed at Austal using the new procedures and processes developed in conjunction with Austal's Module Manufacturing Facility (MMF). The MMF provides Austal with assembly line efficiency, which has resulted in significant cost savings and reduced lead times for both of our Navy programs.

Austal USA is also currently preparing to launch a second Independence-variant 127-metre Littoral Combat Ship (LCS) class vessel for the US Navy, ["Coronado" \(LCS 4\)](#). ["USS Independence" \(LCS 2\)](#) is currently being put through trials by her crew. As prime contractor for the next LCS 10-ship contract, awarded by the US Navy at the end of 2010, Austal has also begun work on the first ship of that contract, ["Jackson" \(LCS 6\)](#), with ["Montgomery" \(LCS 8\)](#) also under contract. For the LCS and JHSV programs, Austal is teamed with General Dynamics Advanced Information Systems, a business unit of General Dynamics. As the ship systems integrator, General Dynamics is responsible for the design, integration and testing of the ship's electronic systems including the combat system, networks, and seaframe control. General Dynamics' proven open architecture approach provides affordable capabilities to the fleet quickly and

efficiently. With its 13-year anniversary approaching, Austal has grown into one of southern Alabama's largest employers with over 2,400 employees on staff hailing from the Mobile area, Mississippi, Florida, and beyond. Under the current workload, Austal expects to employ over 4,000 Americans by the end of 2013, and will be ready to help the US Navy meet any national security contingency ahead. **Source : Austal**



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Hyundai Vinashin Shipyard launches three vessels

On November 06, 2011, Launching Ceremonies for Hull Nos. S066, S059, S046 successfully took place at Dock No. 2 of Hyundai-Vinashin Shipyard under attendance of representatives from owners, Classes and the Yard, Hyundai-Vinashin reports.

- S066 is the first vessel in the series of the two contracted with Hi investment, Korea.
- S059 is the first in the series of the two contracted with Hyundai Merchant Marine Ltd, Co., Korea.
- S046 is also the first in the series of the 8 contracted with Genden Lines, Turkey.

As scheduled, the above three vessels will be delivered at the beginning of 2012. Hyundai-Vinashin Shipyard has 100 hectares of land and 172.5 hectares of open sea with the most modern facilities and equipment as well as over 3.500 skillful employees including 80 Korean experts with high skills and management experience to lead HVS to become the best shipyard in the world. HVS is fully equipped with states of the art facilities to accommodate new shipbuilding business field including 2 Graving Docks of 200.000 DWT and 80.000 DWT capacity, a 1.500 meter length quay, one 250 Tons Goliath crane, two 250 Tons Jib cranes and other Gantry & Jib cranes. HVS also upgraded, extended and invested more workshops such as Hull shops. Painting & Blasting shops. Outfitting shops, and other utility plants to meet new shipbuilding requirements. **Source : PortNews**

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The **ORIENT QUEEN** seen moored at Sicily – **Photo : Lenie Kleingeld ©**

HB Rentals triple contract win in the Middle East

A successful 2011 for the oil and gas accommodation provider

Global offshore accommodation specialist to the oil and gas industry, **HB Rentals**, is celebrating a successful 2011 with the awarding of several contracts in the UAE. Following the opening of its first Middle East base in the UAE last year, the company has experienced significant increase in demand from across the region.

A project was recently commissioned with Abu Dhabi based Gulf Marine Services (GMS). The agreement is to provide the rental of 10 eight-man accommodation modules and two recreation rooms along with stairways and walkways for GMS' vessel, Endeavour. HB Rentals provided full site installation support, including hook up and commissioning of the complex on board the vessel, located at Abu Dhabi Port.

Also in the emirate, another GMS contract win has secured the supply of eight 3-man accommodation units on the Kudeta Lift Boat, located offshore Abu Dhabi. The third success involved the provision of eight offshore accommodation units to the Khwalah vessel also in Abu Dhabi.

Rami Miled, business development manager of the Middle East for HB Rentals, said: "The opening of our Middle East base in 2010 came as a direct response to demand from clients and falls on the back of several significant contract wins in the region. We anticipate this initial activity will trigger significant future opportunities for us, particularly as exploration and production budgets are expected to rise in the oil and gas industry.

"These contracts highlight the impact HB Rentals has already made with its new ventures in the Middle East. With more than 30 years of experience, and a fleet of more than 500 units, we are more than prepared to continue our investment programme to meet the demands of the region's buoyant energy market."



The **XIN YAN TIAN** seen in Rio Grande – Photo : **Marcelo Vieira** ©

Colombo dock strike ends as state eases strict wartime security measures

Port authorities in Colombo have bowed to truckers' demands to end a one-day strike by allowing the deployment of more staff at gates, more toilets, more entrance gates and an end to checks by the navy on export cargo, Shippinggazette reported. The Sri Lankan government had imposed elaborate checks on cargo and closed entrance gates to increase security during the Sri Lanka 30-year war with the Tamil Tigers that ended in May 2009. Truck drivers went on strike after the customs computer system malfunctioned, reported London's Containerisation International. Customers then were forced to return to the paper based system that delayed truckers moving in and out of the port.

Source : PortNews



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World's largest single lock opened to navigation in China

The Guiping second-line lock of Xijiang shipping artery, the world's largest inland single river lock partly constructed by CCCC Fourth Harbour Engineering Co., Ltd. was opened to navigation, CCCC press release said. Located in Guiping, Guangxi, the lock is a major inland river project of the Ministry of Transport in the "eleventh five-year" period, as well as the only way for goods shipped from southwest China via the Zuojiang, Youjiang and Xijiang rivers. The lock was constructed in accordance with the standard of 3,000t, with a sill water depth of 0.6 meters above the lock of the Three Gorges. It is currently China's largest inland single river lock and the world's largest single lock.

The lock's opening to navigation will effectively solve the problem that the insufficient through capacity of existing first-line locks restricts the economic and social development of the hinterland, will enormously enhance the navigation conditions of Xijiang shipping artery, and is of great importance to optimizing integrated traffic conditions and promoting the coordinated development of the regional economy. China Communications Construction Company Limited, initiated and founded by China Communications Construction Group, was incorporated on 8 October 2006. Its H shares were listed on the Main Board of Hong Kong Stock Exchange with stock code of 1800.HK on 15 December 2006. The Company (including all of its subsidiaries except where the content otherwise requires) is the first large state-owned transportation infrastructure group entering the overseas capital market. As at 31 December 2009, CCCC has 112,719 employees and total asset of RMB267,900 million (in accordance with PRC GAAP). Among 127 central enterprises governed by SASAC, CCCC ranked No.12 in revenue and No.14 in profit for the year.

The Company and its subsidiaries are principally engaged in the design and construction of transportation infrastructure, dredging and heavy machinery manufacturing business. It covers the following business aspects: port, terminal, road, bridge, railway, tunnel, civil work design and construction, capital dredging and reclamation dredging, container crane, heavy marine machinery, large steel structure and road machinery manufacturing, and international project contracting, import and export trading services. It is the largest port construction and design company in China, a leading company in road and bridge construction and design, a leading railway construction company, the largest dredging company in China and the second largest dredging company (in terms of dredging capacity) in the world. The Company is also the world's largest container crane manufacturer. The Company currently has 34 wholly-owned or controlled subsidiaries. **Source : PortNews**

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Evergreen, Wan Hai, Hamburg Sud share slots on Japan-HK-Thailand loop

TAIWANESE leading carriers Evergreen and Wan Hai will share slots on the Nihon Thailand Express (NTE) jointly operated by Wan Hai and Hamburg Sud from November 14. The inaugural sailing will be on Wan Hai 172 that will rotate through Tokyo, Yokohama, Nagoya, Hong Kong, Bangkok, Laem Chabang, Shenzhen-Shekou and back to Tokyo. NTE currently deploys 1,580-1,800 TEU, reports Alphaliner



"Lifting a 1250 tons cutterladder by the total Bonn & Mees fleet of sheerlegs'. The ladder is for the DEME newbuilding cutter "**Ambriorix**" which is under construction at IHC Krimpen aan den Yssel." Photo: Jan Pollemans ©

Essar Shipping bags \$121 million contract from ConocoPhillips

Essar Shipping, a part of Essar Group, has bagged a contract worth USD 121 million from ConocoPhillips to drill 11 offshore wells in Indonesia. The company, which bagged the contract 3-4 weeks ago, has already deployed its semi submersible offshore rig, **Essar Wildcat** for this contract, a senior company official said.

"We are perhaps the first Indian drilling contractor to get an order from an international oil giant like ConocoPhillips. It is very momentous occasion for us as we have beaten some major international firms like Transocean and Maersk to get the contract," the official added. The Essar Wildcat has earlier drilled for Gujarat State Petroleum Corp in the Krishna-Godavari basin on Andhra coast. Before the contract from ConocoPhillips, the rig has been working with Vietsovetro (a joint venture between PetroVietnam and Zarubezhneft) offshore Vietnam for the past one year. The oilfield services division of the company has an asset base of about USD 1 billion and it provides contract drilling services to oil and gas companies across the globe. The division has one semi-submersible rig and 12 land rigs.

Besides this, the company is also constructing two offshore jack up rigs, which will be put into operation by end of 2012 and 2013, respectively.

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Vasan inaugurates four new projects at Kandla Port



Union minister for shipping G K Vasan inaugurated four new projects to be developed at an investment of nearly Rs 600 crore at Kandla Port in Gandhidham of Kutch district on Tuesday, paving the way to increase logistics facilities at the port. Vasan laid foundation stone for three new berths and a barge jetty at the port, commissioning a mobile harbour crane, and inaugurating the Kandla Port Campus of the Indian Maritime University (IMU), which is first such facility in Gujarat with 1,600 km long coastline, to provide skilled manpower to the marine sector.

The foundation stones were laid for berth numbers 13, 15 and 16 and would be developed by RAS Infraport Private Ltd., JRE Infra Private Ltd. and PSL Infrastructure & Ports Private Ltd., respectively. All the three berths will cost an

estimated Rs 544 crore and have a proposed handling capacity of six million tonne per annum. The barge jetty, of IFFCO Kisan Bazar & Logistic Ltd, will have two million tonne capacity with the estimated cost of Rs 27 crore. **Source :** Indian Express

Jan de Nul set to complete execution of contract for "Sakhalin-3" project next summer

Jan de Nul N.V., a leading dredging Belgian-based company plans to complete underwater works for "Sakhalin-3" oil / gas project in the summer of 2012, the Company said. Jan de Nul signed the contract with the general contractor JSC Mezhhregiontruboprovodstroy for participation in Gazprom's offshore oil and gas project 'Sakhalin-3' in June 2011.

To execute the contract Jan de Nul had deployed its fleet of dredgers on Sakhalin: the trailing suction hopper dredger **Leiv Eiriksson** with holds capacity of 46,000 cbm, the **TSHD Francis Beaufort** of holds capacity of 11,300 cbm and the cutter section dredger **Fernão De Magalhães** equipped with powerful cutter of 7 MW. The vessels completed dredging of 28.5km-long trenches at a depth of 90 m from the Kirinskoye oil and gas condensate offshore field to shore cofferdam. The trenches are intended for laying pipelines MEG 4,5", export pipeline 20" and pipe cable of control systems. To reduce the risk of gas leakage in case of earthquakes the company's **TSHD Leiv Eiriksson** dredged at a depth of 90 m five 4m-deep craters to replace weak soil, for installation six subsea, manifold and other gas-collection

equipment. In mid-August the fallpipe **La Boudeuse** joined the fleet of Jan de Nul for rock dumping. Besides, the vessel completed rockdumping and backfilling of pipelines to protect them from ice and for stabilization. This year Jan de Nul also completed dredging the dock based in Chaivo for Exxon, dredging up more than 200,000 cbm of soil.

The company had performed dredging contracts for offshore oil and gas projects, "Sakhalin-1" (De Kastri, Tatar Strait, Chaivo, Orlan) and "Sakhalin-2" (Nakhodka, Prigorodnoye, Lunskeye and Piltunskoye). **Jan De Nul Group** operating worldwide specializes in dredging and land reclamation, rock placing, trenching, rock dumping for oil and gas related offshore pipeline projects, quay walls, marine related projects, civil engineering and large-scale environmental remediation projects, with a solid reputation in turnkey projects. With a yearly turnover of EUR 1.9 billion, the company ranks among the international top of dredging contractors and the top of marine engineering contractors.



The **Navion Norvegia** seen discharging and bunkering at MOT Rotterdam – Photo : Erik Th. Matzinger ©

Sailsoft announces ECDIS Master

a versatile maritime navigation sensor simulator with unique and easy scenario set up for cost effective ECDIS training.



ECDIS Master dynamically simulates a large number of navigational instruments and sensors like GPS, Gyro, Weather, Sounder, Velocity etc. and also different types of moving targets like AIS and ARPA. The output of the simulator is pure NMEA 0183 (IEC 61162) data that can be input straight into Chart Plotters, ECDIS equipment and other nautical applications requiring NMEA input data.

ECDIS Master is an ECDIS supplier-type independent training tool, facilitating uniform training routines over any IEC 61162 compliant ECDIS system. ECDIS Master enables supplier-location independent training in combination with serious cost savings. As a versatile and integrated training tool, with ECDIS Master you can easily fulfill the IMO requirements for type specific ECDIS training.

With the unique scenario set up functionality, trainers spend less time on set up and course preparation. At the same time students can be trained on more and more complex scenarios. These features make ECDIS Master a realistic as possible training simulator. Further information and a demo version can be downloaded from our website. www.sailsoft.nl

BOEKBESPREKING

Door : Frank NEYTS

"De VOC in India"

Bij Uitgeversmaatschappij Walburg Pers verscheen onlangs "**De VOC in India. Een reis langs Nederlands erfgoed in Gujarat, Malabar, Coromandel en Bengalen**". Bauke van der Pol tekende als auteur. De Verenigde Oostindische Compagnie (VOC) wordt vaak geassocieerd met Indonesië, China en Japan. Maar in India bestreek de VOC een gebied, groter dan alle andere VOC-gebieden in Azië samen. De Compagnie was van 1604 tot 1795 actief in

India. De Nederlandse handelsband met India is dan ook veel ouder dan die met bijvoorbeeld Australië of de VS. Toch is lang niet bij iedereen bekend dat er rond de hele kustlijn, van Surat tot Calcutta, Nederlandse overblijfselen uit de 17de en 18de eeuw te vinden zijn. In deze rijk geïllustreerde uitgave brengt onderzoeker en India-specialist Bauke van der Pol voor het eerst al dit VOC-erfgoed in India bijeen. Als een gids leidt hij de lezer langs vestingen, buitenhuizen, pakhuizen, factorijen en prachtige begraafplaatsen met unieke grafmonumenten. Aan de hand van oude afbeeldingen en hedendaagse foto's laat hij zien hoe de Nederlandse vestingen eruit zagen en wat daarvan vandaag de dag nog terug te vinden is in het Indiase landschap. Hij vertelt hoe de Nederlanders in de verschillende regio's terecht kwamen en legt uit hoe hun relatie was met maharadja's en andere Indiase machthebbers. Hij beschrijft de kostbare handelswaar die de Nederlanders zo ver van huis bracht en laat zien hoe hedendaagse Indiërs omgaan met de sporen die deze vreemdelingen in hun land achterlieten.

"**De VOC In India**" (ISBN 978-90-5730-715-7) telt 208 pagina's, en werd als hardback uitgegeven. Het boek kost 34.50 euro. Aankopen kan via de boekhandel of rechtstreeks bij Uitgeversmaatschappij Walburg Pers, Postbus 4159, 7200BD Zutphen. Tel. +32(0)575.510522, Fax +31(0)575.542289. . In België wordt het boek verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com

MARITIME ARTIST CORNER



The latest of maritime artist **Ronald van Rikxoort** see also : www.artabc.nl

Beeldend kunstenaar **Ronald van Rikxoort** heeft zijn fascinatie voor het havenbedrijf op schitterende wijze vormgegeven in de tekeningen en schilderijen van de havenstad Rotterdam. De liefde voor havens en zee komt niet uit de lucht vallen. De familie van Rikxoort heeft haar wortels in IJsselmonde en omgeving. **Ronald** is een bezeten en verdienstelijk schilder van schepen, havens en zeegezichten. r.van.rikxoort@home.nl

OLDIE – FROM THE SHOEBOX



Above seen late 1976 the Glenlyon class ship **Flintshire** – Photo : Iain Forsyth ©

The vessel was launched 18/6/1962 from Van der Giessen Shipyard, Krimpen (The Netherlands) under Yrd No 809, 11,578grt, for Glen Line Ltd London, 12.1962: Completed, at a cost of £2,156,750.

20.12.1974: Transferred to Nederlandse Stoomvaart Maatschappij "Oceaan" N.V., Amsterdam, at London.

1977: Chartered via Elder Dempster B. V., Amsterdam to Nigerian National Line Ltd.

1978: Chartered to P. N. Djakarta Lloyd.

15.6.1978: Sold to Bastion Maritime Inc., (Univan Ship Management, managers), Singapore, and renamed **ORIENT EXPRESS**, at Singapore.

11.5.1979: Arrived at Kaohsiung for demolition by Sie Yung Steel Mill Company.

23.5.1979: Scrapping works commenced.

A unique thing about this picture is that the head tug, "**Dalgrain**" is skippered by **Alex Gourlay Jnr**, and the stern tug "**Forth**" is skippered by **Alex Gourlay Snr**, father and son. How many tug companies had a father and son working as Tugmasters at the same time I wonder.

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.... PHOTO OF THE DAY



The **ALBERT MAERSK** seen approaching the Antwerp Locks - **Photo : Stan Muller ©**