



Number 324 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 20-11-2011**

News reports received from readers and Internet News articles copied from various news sites.

The advertisement for Lamnalco Group shows two blue and black tugboats on the water. On the left, a worker in an orange life vest and white hard hat is on a tugboat. On the right, two workers in orange suits and white hard hats are on another tugboat. The Lamnalco Group logo is at the top center. The text 'Customer inspired' and 'Quality & performance' is in the center. At the bottom, contact information for the head office in Sharjah, UAE, is provided.

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At the Barkmeijer shipyard the new Dutch pilot cutter POLARIS (yard number 324) was launched last Friday afternoon.

Photo : Egbert Postel ©

EVENTS, INCIDENTS & OPERATIONS

TEUN KLOP NEEMT AFSCHIED



Op woensdag 16 november jl. heeft **Acta Marine** afscheid genomen van haar zeer gewaardeerde collega **Teun Klop**. Na maar liefst **58 jaar** trouwe dienst gaat hij genieten van een welverdiend pensioen. Tijdens een druk bezochte receptie in de **Torpedoloods** in Hoek van Holland werd deze mijlpaal in het bijzijn van familie, vrienden, collega's en klanten gevierd. **Teun Klop** en zijn vlet de **Panter** zijn al jarenlang een begrip in de Berghaven van Hoek van Holland. Vanuit deze haven tenderde hij bemanningen en onderdelen op en neer naar voornamelijk baggerschepen. Teun genoot zichtbaar van de massale opkomst en de leuke anekdotes die verteld werden over zijn lange carrière als kapitein. Ook was hij reuze verrast over de vele cadeaus die hem aangeboden werden. Na de speech van algemeen directeur **Govert Jan van Oord**, werd aan Teun symbolisch "zijn" schip overgedragen door het aanbieden van het naambord van de **Panter**. Tevens ontving hij een prachtig aquarel van de **Panter**, gemaakt door de getalenteerde Rotterdamse maritieme schilder **Hans Breeman** (www.hansbreeman.nl).



Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
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The **MERKUR TIDE** seen inbound for Singapore Pasir Panjang terminal passing Selat Sinki – Photo : Piet Sinke ©

Russia to have ten Arctic rescue centers by 2015

Russian authorities have allocated 910 billion rubles (€21.8 million) to the creation of ten centers for search and rescue along the Northern Sea Route. The centers will be located in Murmansk, Arkhangelsk, Naryan-Mar, Vorkuta, Nadym, Tiksi, Pevek, Provideniya and Anadyr. A total of 980 persons will be working at the centers, the Russian Ministry of Emergency Situations' web site reads.

Projects for the centers have already been prepared and construction is planned to be finished by 2015. It has earlier been announced that also the port of Amderma in Nenets Autonomous Okrug is planned to become an important part of the network of search and rescue centers. Cargo transport through the Northern Sea Route is expected to skyrocket in course of the next decade. Russia's Ministry of Transport believes cargo transport through NSR will increase from last year's 1.8 million tons to 64 million tons by 2020. The main challenges for a more use of the sea route are the need for new icebreakers and the lack of infrastructure, first of all instruments for navigation and communication and bases for search and rescue services. Source : BarentsObserver



The M/V **Atlantic Spirit** seen leaving Veracruz (Mexico) Port on 18th Nov 2011

Photo : Cap. Carlos Fragoso ©

Boskalis maintains full year outlook

The third quarter at Dutch dredging contractor Royal Boskalis Westminster was in line with the 2011 first half, putting Boskalis on track to close the year in line with expectations with a net profit of € 230-250 million. Revenue in the third quarter was slightly higher than in the first two quarters of the year. At the end of the third quarter the order book stood at € 3 billion, stable compared to mid-2011.

The order book figure does not include recently contracted work such as Lelydorp I, Suriname and the redevelopment of the waterfront in the Dutch city of Harderwijk. The company said that its dredging and earthmoving segment achieved a good result in the third quarter. Whilst operating margins fell slightly, the utilization of the hopper fleet increased in the third quarter.

In the second half of the year, Boskalis added fairly sizeable variation orders and new projects in Australasia and South America to its broadly spread order book. Overall the order book rose slightly compared to mid-2011. Activity levels at the company's harbour towage segment are directly linked to the development in shipping movements and freight volumes at the ports where SMIT operates. Most of these sites experienced volume growth in the third quarter and SMIT was able to maintain its market position.

"At a global level further growth of world trade is under pressure due to the prevailing macroeconomic uncertainty," said Boskalis. "In the third quarter expenses were incurred in connection with the termination of the Argentinian harbour towage activities, financial settlement of which is expected to take place before year end."

At salvage, transport and heavy lift both the activity level and the result were in line with the first and second quarters of 2011. It was a relatively quiet period for the salvage operations of SMIT Salvage, with only a small number of emergency response assignments in addition to ongoing wreck clearance activities such as in Indonesia. This segment saw weak utilization of the floating sheerleg cranes. Transport activities in north-west Europe in particular had a good quarter as a result of good fleet utilization on the one hand and cost-savings on the other.

At Terminal Services (SMIT Terminals and 50 per cent of Lamnalco) both the activity level and the result were in line with the first and second quarters of 2011. The transfer of the SMIT Terminals business to Lamnalco took place in early October. As of the fourth quarter the Terminal Services segment will mainly consist of Lamnalco (50 per cent).

Maritime infrastructure (40 per cent of Archirodon) had a good third quarter, with a high revenue level and strong results. Boskalis' financial position remains strong and the net debt position has declined further since mid-2011. Boskalis comfortably meets the main covenants agreed with its debt providers.

"The markets in which Boskalis operates are driven by factors such as growth in world trade, energy consumption, the global population and the effects of climate change," said the company. "Over the past few years we have been faced with stagnating demand as a result of the cyclical downturn at the end of 2008. "At the same time we have seen new

production capacity coming onto the market in the past few years. This puts pressure on both volumes and margins on new projects and in certain sections of the market.

"However, recent market studies confirm that structural growth factors for the medium term remain positive. In several regions of the world clients in various market segments are developing an abundance of new initiatives for new and in many cases large maritime infrastructure projects.

"This applies in particular to energy and commodity-related projects in South America, West Africa and Australia. The demand for this infrastructure will not be affected by the current macroeconomic unrest, but the possibility of some of these projects suffering delays cannot be ruled out. For the time being the expectation remains that these projects will come onto the market in the next few years." "Freight volumes in the relevant harbor towage markets have recovered from the decline in 2009. The further growth of the terminal activities is connected to the completion of new oil and LNG import and export terminals which are expected to come on stream from 2012.

"Here, too, it cannot be ruled out that the recent turmoil in the financial markets will have a dampening effect on an otherwise positive trend. The development of the salvage market is difficult to predict, given the nature of the activities. Development at transport and heavy lift is particularly dependent on an upturn in the spot markets, especially the offshore spot market, which is not expected to occur before 2012."

Boskalis said it has a strong and broadly-filled order book ensuring reasonable utilization of the fleet for the remainder of the year. In line with previous forecasts and barring unforeseen circumstances the Board of Management expects net profit for the 2011 full year to come in at around € 230-250 million. Total capital expenditure in 2011 is expected to amount to around € 275-300 million. **Source : Dredging News online**

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The Terschelling KNRM lifeboat **ARIE VISSER** seen during a misty day passing the Vliestroom (Waddenzee) during the transport of a patient to Harlingen – **Photo : Jan de Koning ©**

Tankers Surplus in Persian Gulf at Lowest Since June

The number of available supertankers competing to load 2 million-barrel shipments of crude at Persian Gulf ports shrank as oil demand strengthened, spurring an increase in the number of vessels hired. There are 9 percent more very large crude carriers, or VLCCs, available for hire over the next 30 days than there are likely cargoes, according to the median estimate in a Bloomberg News survey of five shipbrokers and two owners today. That's the lowest since June 7, and 3 percentage points less than last week, previous data show. Oil companies and traders hired 53 vessels to collect cargoes from Middle East ports last week, more than the five-year average of 35 bookings, according to a weekly report from Norwegian investment bank Pareto Securities AS e-mailed yesterday. The number of bookings last week increased 33 percent from the previous week, according to Pareto. "We expect the market to keep up this sustained strength for another couple of weeks, as the supply of vessels seems tight," Oslo-based Pareto analyst Martin Korsvold said today by phone. Increased demand for crude from refineries in China returning from scheduled maintenance has boosted the number of ships booked to haul oil cargoes to Asia from the Persian Gulf, Korsvold said.

Hire costs on the benchmark voyage increased 3.1 percent to 62.28 in industry-standard Worldscale points today, according to the bourse. That's the highest charter rate since March 22, exchange data show. The points are a percentage of a nominal rate, or flat rate, for more than 320,000 specific routes. Flat rates for every voyage, quoted in U.S. dollars a ton, are revised annually by the Worldscale Association in London to reflect changing fuel costs, port tariffs and exchange rates. Daily returns for VLCCs on the industry's benchmark Saudi Arabia-to-Japan route advanced for a sixth consecutive session to \$14,463, according to the London-based Baltic Exchange today. That's the highest return since June 23. The Front Chief, a VLCC, was booked to load 270,000 metric tons on Nov. 23, heading to China from the Persian Gulf at 65 Worldscale points, which equates to \$23,500 a day on Pareto's slow-steaming assumptions, said Korsvold. The exchange doesn't take speed cuts, known as slow-steaming, into account when calculating daily returns. The price of ship fuel, or bunkers, declined 0.4 percent to \$686.03 a ton, data compiled by Bloomberg from 25 ports worldwide showed today. Bunker fuel prices are up 35 percent from the start of the year. The Baltic Dirty Tanker Index, an overall measure of shipping crude that includes vessels smaller than VLCCs, advanced 0.4 percent to 785 today, the exchange said. **Source: Rob Sheridan, Alaric Nightingale, Bloomberg**



De donkere dagen voor het grote verjaardagsfeest van de Sint zijn weer aangebroken. Dankzij het voorbeeldige gedrag van de bemanning van de "**RT Leader**" (Kotug) zullen Sint en zijn pietermannen ook dit jaar weer langs willen komen. Voor **Americo** zijn alvast verse wortels klaar gezet. **Photo : crew RT Leader**



EU induces Philippines to shut maritime academies for poor quality

THE Philippine Maritime Institute (PMI Colleges) and REE maritime schools have been shut down after allegations of substandard quality, poor passing rates and low student retention after the European Commission threatened to disallow Filipino maritime qualifications.

Despite student protests over the closure of PMI schools in Manila and Quezon City, where 12,000 students are enrolled, the government stripped BS Marine Engineering and BS Marine Transport degree courses at the Philippine Maritime Institute of recognition. "We have taken measures to close down three higher education institutions despite strong pressure from stakeholders," said Philippines Labour and Employment Secretary Rosalinda Dimapilis-Baldoz following a poor report from the European Maritime Safety Agency (ESMA).

The ESMA report called for the withdrawal of recognition of Filipino Standards of Training, Certification and Watchkeeping certificates. Manila ordered other maritime schools to accept PMI transfer students "even without necessary documents" according Philippines Inquirer.

The country is also under review for the flag state white list status by the UN's International Maritime Organisation. The International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) that includes the Manila Amendments 2010 will also be checked for compliance. **Source : Schednet**



The **NAVIOS TITAN** seen in Rio Grande – **Photo : Marcelo Vieira ©**

WINDTIME makes headway

BIMCO's WINDTIME project to develop a standard time charter for transfer vessels used in the offshore wind farm industry continued to make good progress when the sub-committee met in London on 15 November. A new charterer-representative from Siemens Wind Power joined the group to broaden the input from stakeholders and to lend even more credibility to the project. Several key issues were discussed during the meeting. It was felt that the charterers should be well informed of the vessel's estimated time of arrival at delivery place so that the consequences of any potential delays can be addressed. Prior to vessel delivery, the owners should provide full access to the vessel for a

health, safety, quality and environmental (HSQE) vessel audit. It was agreed that the contract should include a liquidated damages scheme whereby the owners would be liable to the charterers for delays beyond the cancelling date at a rate equivalent to the charter rate, but capped at an agreed amount. Under SUPPLYTIME 2005 (on which WINDTIME is based) if the owners miss the cancelling date and the charterers cancel the charter party, the charterers have no recourse rights against the owner for any losses that might arise during the project preparation phase, such as expenses and costs for standby machinery, equipment, personnel and others. This was not felt to be a workable solution in the wind farm sector as it gave no incentive to owners to ensure that the vessel arrived on time.

Fundamental to the contract is the liability and responsibilities regime. The principles and benefits of knock for knock regimes are well known in the offshore sector and well used in the oil and gas industries. SUPPLYTIME 2005 is based on knock for knock principles but some members of the sub-committee have questioned whether this is the most effective insurance and liability mechanism for this particular trade. The sub-committee recognises that numerous factors ought to be taken into account before gauging the necessity as well as the possibility of moving away from a tried and tested system of liability. It has been agreed to do some detailed research for the next meeting into the commercial considerations, current insurance coverage, deductibles and claims to get a clearer picture of which would be the better system – knock for knock or conventional insurance with a cap on liability. The sub-committee will continue their drafting work in London on 14 December. It is expected that a first draft of WINDTIME will be presented to Documentary Committee meeting in April 2012 in Singapore. **Source: BIMCO**

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SINTERKLAAS ARRIVED IN SINGAPORE



Yesterday the friend of all children, **SINTERKLAAS** arrived in Singapore, understand with a little delay because they encountered some problems passing the wreck of the **B Oceana** in the Malacca Straits ☺

Photo : Patricia Butin Bik ©

BC Ferries releases second quarter results

British Columbia Ferry Services Inc. (BC Ferries) announced its second quarter results today with net earnings of \$57.3 million and \$51.8 million for the three and six-month periods ended September 30, 2011, up from \$54.3 million and down from \$55.2 million for the three and six-month periods ended September 30, 2010.

Total revenue for the three-month period ended September 30, 2011 increased from \$246.0 million to \$252.1 million, while operating expenses increased from \$173.6 million to \$176.7 million, compared to the same period last year. For the six-months ended September 30, 2011, total revenue was \$438.7 million compared to \$436.2 million for the six-month period ended September 30, 2010. Operating expenses for the same period were \$350.9 million, up from \$344.9 million in the prior year. In the second quarter of fiscal 2012, BC Ferries experienced a decline of 3.5 per cent in vehicle traffic and 2.9 per cent in passenger traffic compared to the same period in the year prior. In the six-months ended September 30, 2011, BC Ferries' traffic is at a 20-year low in passenger levels and an 11-year low in vehicle traffic.

On September 27, 2011, BC Ferries' Board of Directors announced that the President and CEO elected to retire on December 31, 2011. On the same day, BC Ferries announced a major cost containment initiative in an effort to

address the significant drop in revenues in the first half of the fiscal year as a result of declining traffic.

Left : the BC Ferries **North Island Princess** after a black water piping refit done in Victaulic and fresh new paint. **Vancouver Shipyards, Vancouver BC Canada.**

Photo : Scott McDonald ©

Cost saving actions include: a hiring freeze of all non-essential positions; two-year wage and salary freeze; eighteen-month delay in select capital expenditures; elimination of many charitable and community donations; and select early retirements. In addition, BC



Ferries applied to the Province to reduce up to 400 round trips on the major routes in response to traffic declines and anticipated revenue reduction. "We've initiated a cost containment program to reduce our operating and capital expenditures in the near term in order to manage the Company in a fiscally prudent manner through our current economic reality," said David L. Hahn, BC Ferries' President and CEO. "Our cost containment initiatives should generate more than \$11 million in savings from previously planned levels, and we are well on our way to achieving these targeted savings. However, we still expect to incur a loss in excess of \$20 million this fiscal year." Capital expenditures in the three and six-months ended September 30, 2011 totalled \$31.1 million and \$56.8 million, respectively. Projects included berth replacements and refurbishments at major and minor terminals, vessel upgrades and modifications and information technology projects.

Other notable events during the quarter include the July 26, 2011 announcement of a 90-day, one-time only refund to customers who purchased assured loading tickets between 1984 and July 25, 2011. On August 18, 2011, BC Ferries received approval from the Department of Fisheries and Oceans under the Canadian Environmental Assessment Act for a cable ferry project. The Company is considering replacing the existing conventional ferry service between Buckley Bay on Vancouver Island and Denman Island with a cable ferry service. Cable ferries are less costly to build and operate. The service could be operated by BC Ferries or by a private operator under contract to BC Ferries. The flexibility provided by the receipt of \$119.4 million in duty remission from the Federal Government allowed BC Ferries to pay down, in September, \$45 million in principal, amounts outstanding under two of its 12-year loans.

SOURCE : British Columbia Ferry Services Inc.

See also the "Just Ferries" professional video at : <http://www.youtube.com/watch?v=Z6m3Eht-ix0>
Which is including a good show of the tug **SMIT MISSISSIPPI**



Shipping Corp plans to sell 13 ships for breaking by March

The country's biggest ocean carrier, the state-run **Shipping Corp. of India Ltd**, plans to sell up to 13 ageing vessels for breaking by March as it looks to shore up performance. "Our plan is to sell 15–17 ships this fiscal, out of which we have sold four ships so far," said Arun Kumar Gupta, a director at Shipping Corp.'s technical and offshore division. On average, these ships are 25 years old. SCI runs a fleet of 82 ships, including bulk carriers, oil tankers and product and chemical carriers. It has another 26 ships under construction at various Indian and overseas yards.

Globally, fleet owners are disposing uneconomical assets as new ships enter service at a rapid pace and increase the number of modern, more efficient vessels. As a result, charterers (those hiring ships) are showing less preference for ships built 20-25 years ago. Ship-breakers globally have chopped up ships with a combined cargo-carrying capacity of 33 million dead weight tonnes, or dwt, since January, a 64% increase over the same period last year, according to London-based Clarkson Research Services, a unit of Clarkson Plc., the world's largest ship broker. In terms of numbers, 786 ships have been demolished globally so far this year, compared with 732 in the same year-ago period. The main driver behind the rise is a near threefold surge in dry tonnage (capacity) sold for scrap, which has risen 290% to 19.6 million dwt this year, Clarkson Research said. "It is not viable to operate 25-year-old ships because charterers do not want vintage vessels," Gupta said. "We have to spend more on repairs and maintenance of older ships. Besides, the acceptability of such ships at ports is less. When freight rates are under pressure, there is no point running older ships and keep sustaining losses." Shipping Corp. reported a loss of Rs.146.46 crore for the first half of this fiscal year, compared with a net profit of Rs.450.46 crore a year earlier.

It earned Rs.32.41 crore from the sale of two of the four ageing ships in the first half, compared with Rs.143.49 crore from the sale of six ships a year earlier. The other two ships were sold in October and the sales will be recorded in the third-quarter results. Much of the losses (Rs.140.6 crore) came in the second quarter when the firm sold just one ship for scrapping, earning Rs.20.13 crore, compared with Rs.128 crore earned in the year-earlier second quarter from the sale of five ships. In the year to March 2011, Shipping Corp. earned Rs.200.98 crore from the sale of eight ships for dismantling. Shipping Corp.'s finance director B.K. Mandal explained that the main contributors for the second quarter loss, apart from depressed freight rates, were lower income from the sale of ships, higher depreciation and ship fuel costs, and an increase in the interest cost due to the revaluation of foreign currency loans. "In a dire market, (both dry bulk and tanker) owners may opt to scrap even younger vessels due to weak freight markets," said Erik Stavseth, a shipping analyst at Oslo-based investment bank Arctic Securities ASA. Stavseth said there are three ways to restore the supply-demand balance and help return the shipping industry to profitability. These include scrapping vessels, laying up ships and refraining from ordering new ships. Shipping Corp. has lost more than half of its value on BSE this year, while the Sensex has shed about 20%. On Thursday, Shipping Corp.'s shares fell 1.5% to Rs.61.45 on BSE and the benchmark index dropped 1.9% to 16,461.71 points. **Source: Live Mint**

NAVY NEWS



USS Charlotte (SSN-766) is a **Los Angeles class** fast attack submarine seen at the North Pole, where they set the World Record by breaking through **61 inches** of ice. The temperature went from a balmy -30 to -50 while they were there. They had the crew equipped with a M-16 on the ice, should any polar bears appear.



Photo's : The brigade

SHIPYARD NEWS

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Tewaterlating nieuwe loodsboot Polaris

Vrijdagmiddag om 14:30 uur is bij de Friese scheepswerf **Barkmeijer** in Stroobos de nieuwe loodsboot 'Polaris' dwarsscheeps te water gelaten. De 'Polaris' is het eerste in de reeks van drie nieuwe loodsbotten die worden ingezet voor het beloodsen van schepen van en naar de Rotterdamse haven en de havens aan de Schelde. De nieuwe schepen vervangen de ruim dertig jaar oude loodsbotten. De 'Polaris' komt in het najaar van 2012 in de vaart.



Photo : Rik van Marle ©

Met de nieuwe loodsbotten kan het Loodswezen met slecht weer langer op zee beloodsen, namelijk tot een golfhoogte van 3,5 meter. Met de huidige loodsbotten kan dit tot maximaal 2,5 meter golfhoogte. Hierdoor verbetert het Loodswezen de haventoegekankelijkheid en draagt daarmee bij aan het succes van de Rotterdamse haven en de havens aan de Schelde. De vaartuigen liggen permanent op zee en zijn de spil in het logistieke proces van het aan boord zetten en afhalen van registerloodsen.

De moderne schepen worden uitgerust met een dieselelektrische installatie waarmee de uitstoot van uitlaatgassen sterk wordt gereduceerd. Voortstuwing- en elektrische systemen zijn dubbel uitgevoerd om bedrijfszekerheid te garanderen. De twee kleinere dieselmotoren worden naar operationele behoefte - zoals een sterke stroming of bij uitwijkmanoeuvres - bijgestaan door vier grote dieselmotoren.



Photo : Marijn van Hoorn ©

Hiermee wordt het brandstofverbruik tot een minimum beperkt en is de snelheid en manoeuvreerbaarheid gegarandeerd. De loodsvaartuigen zijn 81 meter lang en ruim 13 meter breed. De schepen kunnen een snelheid van 16 knopen (29 km/uur) bereiken. Aan boord is accommodatie voor achttien loodsen en ongeveer achttien opvarenden.

« BE MINE » IN REFIT IN VOLLENHOVE



Friday morning the yacht "**Be Mine**" was lifted out of the water and transported inside the hall at the Royal Huisman Shipyard. The yacht arrived under her own power at the yard in Vollenhove where she will get a complete re-fit

Photo : Harm Jongman ©



The AMS rig **ATLANTIC LABRADOR** leaving the **Scheldepoort yard** after a 4.5 months conversion from drilling into a accommodation unit. Photo : **Klaas Bosma** ©

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Star Bulk enters into a one-year time charter agreement for the Star Kappa

Star Bulk Carriers Corp., a global shipping company focusing on the transportation of dry bulk cargoes, today announced that it has entered into a time charter contract with Pacific Basin Chartering Limited BVI for the **Star Kappa** for approximately one year, at a gross daily rate of \$12,500. The Star Kappa is a Supramax vessel of 52,055 dwt built in 2001. The new contract is expected to contribute a minimum of \$4.2 million to a maximum of \$5.1 million in gross revenue. The vessel is expected to be delivered to Pacific Basin once it finishes its scheduled drydock.

Source: **Star Bulk**



The **MOL PARAMOUNT** seen outbound from the Pasir Panjang Terminal passing Selat Sinki - Photo : Piet Sinke ©

Technip-Odebrecht JV gets \$1 billion Petrobras contract

A joint venture formed by Technip (50%) and Odebrecht Oil & Gas (OOG, 50%) has received a letter of award from Petróleo Brasileiro S.A. (Petrobras) for the charter and operation, during a fixed period of five years, of two identical flexible pipeline installation vessels for a value of approximately \$1 billion, with a mutual option to extend for a further five years. Characterized by their high pipelay tension capacity of 550 tonnes, the twin vessels will be employed principally to install umbilical and flexible flowlines and risers to connect subsea wells to floating production units in waters up to over 2,500 m deep offshore Brazil, including in the pre-salt area. The provision of installation engineering services is included in a JV's scope. Technip and OOG have formed a JV project team which will manage the construction of the vessels at the Daewoo Shipbuilding and Marine Engineering shipyard in the South Korea where OOG is currently completing the construction of the third and the fourth of four drilling units. Subsequently, vessel operations and the provision of marine management and engineering services during the charter phase will be handled by the JV in Rio de Janeiro.

Jorge Luiz Mitidieri, Executive VP of OOG, stated "OOG was the only national company pre-qualified to participate in the bid and this award further strengthens and consolidates OOG's presence in the Subsea market where we have invested heavily in capacity and skills since our decision to enter the segment in 2009. Our proven track record in the construction and operation of offshore drilling assets and our partnership with Technip are key to the success of the project and we believe will provide significant potential to leverage synergies in the management and operation of the vessels and mitigate risks during project execution. This opportunity was also an important indication that our client Petrobras trust in our expertise and capability to deliver and serve."

Frédéric Delormel, Executive Vice President and COO Subsea of Technip, declared "Technip has relentlessly maintained a leading presence in subsea production development offshore Brazil since 1977 and we are extremely pleased to be at the forefront of this new phase of Petrobras development into deeper and more challenging waters. Odebrecht has a similar tradition, coupled with a solid track record in the recent and ongoing delivery of deepwater drilling units with DSME. We fully expect that this robust partnership and the distinguishing characteristics of these new assets will enable the cost effective supply of high local content flexible and umbilical subsea productions solutions to Petrobras for decades to come." Source : MarineLog

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PACIFIC CASTOR TOWS CABLE 1 FROM DOUALA TO CABINDA



Above and below seen photos made by [Capt Bram van der Hout](#), which was for [REDWISE](#) onboard the tug [PACIFIC CASTOR](#) (Ex [Avongarth](#)) for the towage of the accommodation / cable laying barge [CABLE 1](#) which the tow started in Douala and ended offshore Cabinda, the [Cable 1](#) is owned by Intership

[Photos : Capt Bram van der Hout - Master Pacific Castor ©](#)



Rickmers Group appoints new CFO with legal and lending background

IGNACE VAN MEENAN has taken up the position of chief financial officer (CFO) of the Rickmers Group since October 1.

Dr Van Meenen will press ahead with the realignment of the group of companies to enable it to respond faster and more flexibly to the demands of changing shipping markets, a company statement said. Holding a doctorate in law, Dr Van Meenen began his professional career in the investment division of Deutsche Bank in the US and Germany. There followed various managerial positions including director of finance for RAG AG (now Evonik Industries) and CFO of the RTL Group and the DIC Group.

In his new position as CFO and member of the executive board of the group, he will be actively involved in directing and helping to shape the refinement of corporate processes. "Shipping finds itself in a consolidation phase leading to a paradigm shift. At the same time, classic capital procurement models are no longer working. In order to assume an active role in the marketplace, it is therefore essential that we adapt our processes since new sources of funding require efficient financial and corporate governance," said Dr Van Meenen. He takes over as CFO from Moritz Mittelbach, who left the organisation at the beginning of the year after 10 years of service with the group. **Source :** Schednet



DFDS **LIVERPOOL SEAWAYS** discharging at Karlshamn, Sweden, on 17 November after an overnight trip from Klaipeda, Lithuania. **Photo: Rogers Padgett ©**

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Diana Shipping in time charter agreement with Morgan Stanley for M/V Nirefs

Diana Shipping Inc., a global shipping company specializing in the ownership and operation of dry bulk vessels, has entered into a time charter contract with Morgan Stanley Capital Group Inc., for one of its Panamax dry bulk carriers, the **m/v Nirefs**, at a gross rate of US\$12,250 per day, minus a 5% commission paid to third parties for a minimum thirteen (13) to sixteen (16) month period. The charter is expected to commence in early December 2011, the Company said on Thursday.

This employment is expected to generate approximately US\$4.78 million of gross revenues for the minimum scheduled period of the charter. The **Nirefs** is a 75,311 dwt Panamax dry bulk carrier built in 2001.

Diana Shipping Inc. is a leading global provider of shipping transportation services through the ownership and operation of dry bulk vessels. The Company's vessels are employed primarily on medium to long-term time charters and transport a range of dry bulk cargoes, including such commodities as iron ore, coal, grain and other materials along worldwide shipping routes. **Source : PortNews**



The **ZHEN HUA 29** arrived in Vancouver on November 15th with 14 barges from Shanghai

Photo : Neil England ©

Construction of two piers at Bronka port to start in Dec. 2011

Construction of Piers Number 5 and 6 at the port of Bronka based in St. Petersburg is planned to begin in mid-December 2011, the project investor said. The facilities construction is being executed on schedule, said Phoenix Ltd. CEO Alexey Shukletsov during the visit of German Federal Transport Minister Peter Ramsauer at the construction site.

One of the project's objectives was "the creation of the port complex for transshipping the goods that could not be handled in the port of St. Petersburg," Shukletsov said. Today, Russia-bound cargoes transshipped through the ports of neighboring countries account for about 25% of total container trade and 60% of Ro-Ro cargo. All these volumes could be handled by the new port complex, where the arriving vessel will spend just 40 minutes from the entrance buoy to the new port's berth vs 3.5 hours at Big Port St. Petersburg.

In addition, Rosavtodor, a company in charge of building federal roads, plans to construct the exit from the Ring Road to link it to the access drive of Bronka. Bronka first phase capacity is projected at 1.45 million TEUs and 260,000 units of Ro-Ro cargoes. The facility's container throughput is planned to be increased to 1.9 million TEUs. The Bronka Multipurpose Complex will be able to handle Panamax containerships and the ferries of Finnstar class. The first ship call is expected in 2014.

A fully-owned subsidiary of JSC Holding Company "Forum" Phoenix Ltd. was founded in 2007 specifically for the construction of the Bronka multifunctional marine cargo complex to be located in the new Cargo Area of the Big Port St. Petersburg. The project is supported by the Russian Ministry of Transport and the St. Petersburg City Administration. **Source : PortNews**



The **NORDICA** seen departing from Rotterdam bound for Eydehaven (Norway) - **Photo : Jan Oosterboer ©**

Voith Tubro to supply VIT for offshore wind farm jackup vessel

With an inner propeller diameter of 2 300 mm, the **Voith Inline Thruster (VIT)** currently is the most powerful Inline Thruster and will be used in an offshore wind farm jackup vessel. Under construction at the Chinese shipbuilder Cosco Shipyard and owned by the Danish company A2SEA, the vessel will be equipped with a VIT as well as with three Voith Schneider Propellers (VSP), Voith Turbo press release said.

The launch of the vessel is scheduled for early 2012,

The principle of a thruster with a permanently excited electric motor housed in the hollow shaft and no maintenance requirements owing to sea water-lubricated bearings has proven its worth. Since the start of series production in 2008, Voith has sold more than 55 units, most of which are already in service. Voith Inline Thrusters and Voith Inline Propulsors (VIP) are so-called RIM drives. This drive technology combines electrical, mechanical and hydrodynamic elements to obtain low vibrations, extreme smoothness of running and compact dimensions.

The Swing-Out Azimuth stern thrusters are a particular type of Voith Inline Propulsors which can be extended from the vessel hull and can be rotated through 360° without limitation. These characteristics as well as the advantages of this propulsion concept for dynamic positioning are particularly in demand for yachts and offshore applications.

A Group Division of Voith GmbH Voith Turbo was founded back in 1867. The company specializes in manufacturing hydrodynamic drive, coupling and braking systems for road, rail and industrial applications, as well as for ship propulsion systems. Voith is currently the only manufacturer world-wide to produce thrusters with a power of 1 500 kW based on permanent magnet synchronous machine technology (RIM drives). Recent orders for offshore applications, passenger vessels and yachts underline Voith's position as global market leader for these systems. Voith employs almost 40 000 people, generates €5.2 billion in sales, operates in about 50 countries around the world and is today one of the biggest family-owned companies in Europe. **Source : PortNews**

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Billed as the world's largest trail suction dredger, and featured on the www.uglyships.com as one of the site's prime exhibits, here is Jan de Nul enormous **CRISTOBAL COLON** sailing from Durban in heavy overcast weather on the afternoon of 18 November. **Photo : Trevor Jones ©**

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Lijndienst voor zeevracht tussen Willemstad en Sto. Domingo

De Curaçaose vrachthandelaar Import & Export Club Caribe gaat in nauwe samenwerking met het Dominicaanse bedrijf voor maritieme vrachtafhandeling Schad met een lijndienst voor vracht beginnen tussen Curaçao en de Dominicaanse Republiek. De lijndienst zal met het transportschip **Smart** onderhouden worden. Het transport van vracht tussen Sto. Domingo en Curaçao vice versa gebeurt via geconsolideerde containers, aldus Rhadames Santana van Import & Export Club Caribe.

Volgens Santana bieden zij thans de meest competitieve tarieven voor wat betreft vrachtvervoer tussen de Dominicaanse Republiek en Curaçao. De meeste vracht richting de Dominicaanse Republiek – doorgaans producten ingekocht in de vrije zone – wordt als luchtvracht tegen exorbitante prijzen vervoerd. Een kilo vracht kost thans 2 dollar en 80 centen, terwijl Import & Export Club Caribe thans een tarief van amper 80 dollarcenten per kilo vraagt.

De vaartijd tussen de Dominicaanse Republiek en Curaçao is amper zes dagen. Dus binnen een week is de vracht hier of daar aanwezig, aldus Santana. Dit maakt het transport van producten zoals fruit en groenten heel aantrekkelijk, aldus de initiatiefnemer. De Dominicaanse Republiek staat al jaren bekend als een van de grootste producenten van fruit, zoals mango's, bananen en sinaasappels, in het Caribisch gebied. Het eiland is ook een van de grootste exporteurs van groenten en granen, zoals advocaten, tomaten en bruine bonen. Import van fruit tegen zulke lage vrachttarieven zal zeker een positieve werking hebben op de prijzen van groenten en fruit op ons eiland, aldus Santana.

Maar ook Curaçaose toeristen die naar de Dominicaanse Republiek gaan kunnen van deze nieuwe mogelijkheid gebruikmaken. Aankopen zoals schommelstoelen en ander meubilair en schoeisel kunnen makkelijk en tegen goedkope tarieven naar Curaçao getransporteerd worden, aldus de initiatiefnemers. De eerste reis naar Sto. Domingo vindt aanstaande zaterdag plaats. Het schip vertrekt uit de haven van Willemstad met veel vracht, bestaande uit inkopen gedaan in de vrije zone, maar ook Ponche Crema en Glacial, twee in de Dominicaanse Republiek zeer geliefde Curaçaose producten, aldus Caprice Vivas van Import & Export Club Caribe. Op de vraag of hun bedrijf enige vorm van bijstand van het ministerie van Economische Ontwikkeling heeft gekregen, was het antwoord van Santana en Vivas een resoluut 'nee'. ondanks het feit dat verlagen van de prijzen van groenten en fruit heel hoog in het vaandel van minister Abdul Nasser El Hakim staat. **Bron : Amigoe**



The Singapore registered bucket dredge **Tarvos** being assisted in a move by multicat **Atlas** (ex DMS Heron), in the Gladstone project Australia 19-11-2011

Photo : Andrew Mackinnon – www.aquamanships.com ©

Duisport expects handling record for 2011

Port of Duisburg forecasts 130 m tonnes handling / Container handling already 2.1 m TEU in October Duisburg, November 16, 2011 – It has been possible to continue the extremely positive developments already recognizable in the middle of the year into the second half of the year. Thus the duisport Group is expecting total handling volumes of approx. 130 m tonnes in 2011 for the Port of Duisburg including the private ports. Of this 64 m tonnes are attributable to duisport Group ports. "Even if this development cools slightly, during the course of this financial year we will realize the best result in the history of the Port of Duisburg," said Erich Staake, Chief Executive Officer of Duisburger Hafen AG.

Diana Shipping Inc. Announces the Acquisition of a Panamax Dry Bulk Carrier

Diana Shipping Inc., a global shipping company specializing in the ownership and operation of dry bulk vessels, announced that it has agreed to purchase from an unaffiliated third party the MV "**Vathy**", a 2010 built Panamax dry

bulk carrier of 81,297 dwt, for a price of US\$32.25 million. The vessel, to be renamed "**Leto**", is expected to be delivered to the Company by the sellers during the first quarter of 2012.

.... PHOTO OF THE DAY



The latest fleet addition to **HvS Dredging Support BV** the Multi Purpose DP-1 Support vessel **ZWERVER III** left the builders and commenced sea trials - **Photo : Willem Harlaar ©**

BOEKBESPREKING

Door : Frank NEYTS

Sleep en duwboten 2012

Ook dit jaar pakt Uitgeverij De Alk uit met een nieuwe editie van het standaardwerk "**Sleep en duwboten 2012**". Het boek werd samengesteld door W. Van Heck en A.M. Van Zanten. In 320 pagina's brengt de publicatie een diepgaand overzicht van alles wat reilt en zeilt in de sleep- en duwvaart van de lage landen. Rederijen, scheepswerven, sleepbootrederijen, overheidsdiensten, noem maar op, alles wat er op het vlak van sleep- en duwvaart in het werkgebied te bespreken valt komt aan bod. De laatste technische evoluties, de meest recente verschuivingen binnen maritieme groepen, de nieuwbouw binnen de sector, het is moeilijk iets aan te duiden dat niet in het buitengewoon interessante en volledige boek aan bod komt. Een dikke aanrader dus voor iedereen die het vakgebied actief is of voor wie van schepen houdt. Bovendien is het werk geïllustreerd met tientallen prachtige (meestal nooit eerder geziene) kleurenfoto's.

"**Sleep en duwboten 2012**" (ISBN (978-90- 6013-372-9) telt 320 pagina's werd als softback uitgegeven en kost 25 euro. Aankopen kan via de boekhandel. In België wordt het verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com

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