



Number 329 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Friday 25-11-2011**

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stevedoring & warehousing		 <p>INDUSTRIAL BREAK BULK PROJECT CARGO HEAVY LIFTS UP TO 1500 M/TONS</p> <p>ISPS CERTIFIED</p>
SHORECRANES UP TO 208 M / TONS		
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Sailing down the River Clyde in Scotland and outbound for Baltimore USA to pick up her next cargo is above seen the LOWLANDS QUEEN.

Photo : Tommy Bryceland, SCOTLAND ©

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The **KOTA SABAS** seen anchored off Singapore – **Photo : Piet Sinke ©**

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Seven Seas Navigation to conduct training in India for Panama Registry

Seven Seas Navigation India Pvt Ltd., Mumbai has been authorized by the Seafarers Training Center in Panama to conduct Standards of Training, Certification and Watchkeeping (STCW) courses authorized by the Maritime Authority of Panama. These post sea courses will be held at their very spacious and state-of-the-art facility which was inaugurated recently in Mumbai by Claudia Galeno, Operations Manager of the National Shipping Adjusters, INC. Speaking on the sidelines of the inauguration ceremony of the Seven Seas Navigation's Institute Ms Galenao informed, "The courses to be conducted will be both for the engineering stream as well as the nautical side. All these will be conducted at the Seven Seas Institute. The Institute has been authorized to conduct examinations on behalf of the Maritime Authority of Panama." Shaik Shakeel Ahmed, Chairman & Managing Director of the Seven Seas Navigation said, "The Panama registry has over 8,200 vessels under its flag making it the largest and oldest flag ship registration provider worldwide. Initially we will be conducting around 25 post sea training courses for officers. Already registration for the first batch is fast filling up and the course for this first batch will commence this week." He explained that the Seafarers Training Center (STC) has its principal focus in training maritime personnel, especially seamen, officers and

captains. STC has the recognition from the Panama Maritime Authority & International Merchant Marine Registry of Belize (IMMARBE) and the International Maritime Organization as well. Seven Sea's training facility in Mumbai has been inspected by STC and authorization given to conduct the courses.

Seafarers Training Center INC. is another associated company of (NASHA) which provides training to Seafarers STCW 78/95 for up gradation of licenses. Thousands of Seafarers benefited from (STC) services and became Officers/Engineers/ Masters of International repute. To meet the requirement of ship owners for their vessels, STC provides Panama /Belize licenses under the STCW 78/95 for all white list countries nationals." Seven Seas Navigation India Pvt Ltd will henceforth take the responsibility for arranging to forward applications for CDC and COCs and obtain these through NASHA. Mr Ahmed pointed out that earlier there was a lot of delay in obtaining CDC. "After an application was received for Panamanian CDC from a seafarer, the consulate would issue a blue chit. After that they had to wait for 60 days because the applications had to be routed through their Manila office. But now we will be able to forward the applications directly to the Panama Maritime Authorities and obtain CDCs in 30 days. Seven Seas Navigation India also offers ships related services such as ship manning, offshore project personnel's, marine services and advice on selection of vessels, buying & selling of vessels, ship charter and ship repairs. The company has a Quality Management System developed and implemented, and certified by ABS Quality Evaluations, Houston, USA. Panama Registry is the second such overseas registry making entry into India. In January 2008 the Marshall Island Registry set up shop in India offering an alternative conduit and a fast track mode for Indian seafarers wanting to get their Marshall Islands endorsements by seafarers joining a Marshall Island flagged vessel. The office in Mumbai provides every service related to a Maritime Administration. The Marshall Island registry has granted recognitions to quite a few maritime training institutes in India - all of which are leading ones in the country - it has offered a major boost to the aspiration of those Indians wanting to complete STCW courses to enter the shipping profession. **Source: Maritime Professional**



Bina Marine tugs at Marco Polo Shipyard Batam, with also seen the **SMIT LYNX** on the right and in the middle the **PELICAN** of PT Worldwide - **Photo : Evan Jones ©**

Alphaliner Says Asia-Europe Rate War Not Driving Out Carriers

The rate war waged by leading ocean container carriers on the Far East Asia-North Europe trade has so far failed to drive out smaller rivals, according to Alphaliner. "There is no immediate relief in sight for carriers engaged in the war of attrition," with freight rates set to fall below current unprecedented low levels in the coming weeks, the container market analyst said. Spot freight rates quoted by the Shanghai Container Freight Index have sunk to \$540 per 20-foot equivalent unit. And the average Bunker Adjustment Factor stands at \$755 per TEU, implying a negative base ocean freight rate of \$215 per TEU, excluding surcharges. "The low ocean freight rate is unprecedented, with negative base rates offered in the market since September," Alphaliner said. Forward rates on the Shanghai exchange anticipate only

a “mild” recovery in freight rates in late January due to the expected increase in volumes during China’s pre-Lunar New Year period. Freight rates should however remain below BAF levels, according to Alphaliner. “The attempt by some carriers [Maersk being the most frequently cited] to force out their competitors through a destructive price war has so far failed to achieve any results.” Maersk has made clear it is ready to sit out a rate war to boost its leading market share on its biggest trade. “We are actually quite well positioned for a longer stretch of tough competition ... it would be natural if the smaller players in this business, or their banks, start questioning whether it’s a good idea to keep competing,” Nils Andersen, CEO of A.P. Moller-Maersk, said in early November. So far there have been only limited capacity cuts, even as freight rates are expected to remain depressed until the end of the slack winter season. Three “strings” have been withdrawn in 2011 with a fourth service to be shuttered in December, representing only 8.6 percent of the total capacity on the route. These withdrawals have had a negligible impact on overall load factors, which have remained below 90 percent on average throughout the year, Alphaliner said. Sixty-three new container vessels over 10,000 TEUs are scheduled for delivery over the coming 14 months — a rate of roughly one a week — and most, if not all, will be deployed on the Asia-Europe trade. **Source: Journal of Commerce**



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Seatrade's **SEATTLE REEFER** seen in IJmuiden – Photo : Joop Marechal ©

Tanker Surplus in Persian Gulf Increases, According to Survey

A glut of supertankers competing to load 2 million-barrel cargoes of oil at Persian Gulf ports expanded, a survey showed. There are 13 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 one owner today. The surplus increased 4 percentage points from last week. Oil companies and traders hired 45 vessels to load at Mideast ports last week, down from 51 in the prior seven-day period, Norwegian investment bank Pareto Securities AS said yesterday. That's more than the five-year average of 36, it said. Tankers available in the gulf over the next four weeks rose by 17 to 86, Kevin Sy, a Singapore-based freight-derivatives broker at Marex Spectron Group, said by e-mail. "The peace shouldn't last for another day as, among other things, there will be some rush to fix U.S.-bound cargoes before" the country's Thanksgiving holiday on Nov. 24, Sy said. "The imminent resumption of activity should keep rates firm." The current vessel surplus is 3 percentage points less than the 12-month average and 15 points below the high for the period, Bloomberg data show. Daily returns for VLCCs on the industry's benchmark Saudi Arabia-to-Japan route advanced for a 10th consecutive session yesterday to \$23,246, according to the London-based Baltic Exchange. That's the highest level since March 15. The ships were earning \$338 a day as of Nov. 7. The exchange doesn't take speed cuts into account when calculating returns. The price of ship fuel, or bunkers, advanced 32 percent from the start of the year to \$671.37 a metric ton, data compiled by Bloomberg from 25 ports worldwide showed yesterday. Hire costs on the benchmark voyage increased 1 percent to 67.37 Worldscale points yesterday, according to the exchange. That's the highest charter rate since March 14, its 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. Global demand to transport oil on VLCCs will expand 5.2 percent this year to 144.9 million deadweight tons, according to Clarkson Research Services Ltd., a unit of the world's largest shipbroker. That's below its estimate for 8 percent growth in the fleet to 173 million tons. The Baltic Dirty Tanker Index, an overall measure of shipping crude that includes vessels smaller than VLCCs, declined 0.1 percent to 786 yesterday, the exchange said. **Source: Bloomberg**



Above seen the Oceania Cruises 2011 Fincantieri built MHL flag cruise liner **MARINA** entering Grand Harbour, Malta while receiving a gun salute on her maiden call on Thursday 27th October, 2011.

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

Frontline Seeks Talks With Its Creditors as Shares Slump Most in 13 Years



The **FRONT COMMANDER** seen in Rotterdam – Europoort – Photo : Marijn van Hoorn ©

Frontline Ltd., the world's largest operator of the biggest oil tankers, said it may run out of cash next year and is seeking talks with lenders after eight months of unprofitable rates. The shares fell the most in at least 13 years. The Hamilton, Bermuda-based company, which has \$1 billion of bonds and public loans maturing in the next decade, may need more funding in 2012 and there are "significant uncertainties" about meeting some loan terms at the end of this quarter, Frontline said in a statement today. Billionaire Chairman John Fredriksen "has the funds available and he is prepared to go in and try to find solutions," Tor Olav Troim, one of his aides, said in an interview in Oslo today. Tanker rates slumped 69 percent since the start of 2010 as a glut of vessels overwhelmed growth in oil demand hurt by the worst global recession since World War II. General Maritime Corp. (GMR), the second-largest U.S.-based owner of crude carriers, filed for bankruptcy protection last week. Forward freight agreements, traded by brokers and used to bet on future transport costs, are anticipating unprofitable charter rates for at least two more years. "The industry is struggling substantially today with vessels that are not generating any cash flow at all," said Herman Hildan, an analyst at RS Platou Markets AS in Oslo. "A lot of companies are going to need to go through restructuring in 2012. Frontline is doing it now before everyone else is in the same position."

Shares of Frontline fell as much as 43 percent to 17.50 kroner in Oslo trading and were at 17.79 kroner by 1:31 p.m. local time, extending this year's slump to 88 percent. The company is now valued at 1.39 billion kroner (\$241 million), from as much as 27.7 billion kroner in June 2008, data compiled by Bloomberg show. The six-member Bloomberg Tanker Index declined 48 percent this year. Frontline's \$225 million of 4.5 percent convertible bonds maturing in 2015 fell 0.86 cent to 37.53 cents on the dollar, according to Goldman Sachs Group Inc. prices on Bloomberg. The company met all its loan agreements as of Sept. 30 and had \$191 million in cash, Frontline said.

The bonds and public loans maturing in the next decade include \$363 million of loans due to mature in 2017 that are organized by Nordea Bank Norge ASA and DnB NOR Bank ASA, according to data compiled by Bloomberg. Frontline also has vessels on long-term leases from Ship Finance International Ltd.

The global shipping industry faces a funding shortfall of between \$21.3 billion and \$34 billion over the next three years, according to Petrofin Research, an Athens-based consultant. Lending needs will be \$76 billion to \$89 billion for buying an estimated 4,234 new ships, Ted Petropoulos, head of the Athens-based maritime-finance consultancy, said at a conference in London Nov. 16. The industry needs a further \$50 billion for buying used vessels and other activities such as refinancing debt, he said, taking the total funding requirement to between \$126.3 billion and \$139 billion. Frontline said today it has orders for seven oil tankers to be built including five very large crude carriers and two smaller suezmaxes that haul 1 million-barrel cargoes. Five of those vessels are not financed. The ship owner reported a third-quarter loss of \$166.6 million, compared with net income of \$12.72 million a year earlier. It will report full-year losses of \$125.7 million for this year and \$90.54 million for 2012, according to the mean of 19 analyst estimates compiled by Bloomberg. Frontline will pay no third-quarter dividend.

Fredriksen sold shares and renegotiated shipbuilding contracts of Golden Ocean Group Ltd. (GOGL) in 2008, helping his dry-bulk shipping company to avert seeking bankruptcy protection. He also sold convertible bonds back to the company at 35 cents on the dollar. Rates for VLCCs, hauling about 20 percent of the world's oil, were last at \$28,829 a day, according to London-based Clarkson Plc, the world's biggest shipbroker. Rents surged to \$229,000 a day in 2007. Frontline's largest tankers need \$30,200 a day to break even and made \$17,000 in the third quarter. Frontline said this month it would sell three vessels that were each designed to haul 1 million-barrel cargoes. The global tanker fleet expanded 11 percent to 555 vessels since the end of 2008 and orders at ship yards still equal almost 15 percent of existing capacity, according to data from Redhill, England-based IHS Fairplay. Each VLCC can hold about 2 million barrels of oil, more than France consumes daily. "If the market doesn't improve, we may have a breach in the covenants package, and we may run out of cash in the first half of 2012," Troim said. "John Fredriksen is capable and has the funds available and he is prepared to go in and try to find solutions, but it is depending on that other people also contribute in the same degree." Hemen Holding Ltd., a company indirectly controlled by trusts established by Fredriksen, owns a 34 percent stake in Frontline, according to the company's last annual report. Frontline operates a tanker fleet with a combined capacity of 18.6 million deadweight tons, enough to haul about 140 million barrels of oil, according to data on its website. Its 43 VLCCs represent about 7.7 percent of the global fleet, according to data from IHS Fairplay. "The main problem right now is there are too many ships, which means we need to increase the demand," Jens Martin Jensen, chief executive officer of Frontline's management unit, said at the company's presentation today. "Our main shareholder is willing to support us now and going forward." **Source: Bloomberg**



Old-fashioned style offloading of bulk cargo into small inland vessels at Hailong bay (Vietnam)

Photo : Bram van Koert ©

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The **APL TENNESSEE** seen anchored off Singapore taking bunkers – **Photo : Piet Sinke ©**
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The **OBROVAC** seen enroute Amsterdam – **Photo : Marcel Coster ©**

International maritime safety conference at EMSA: now on YouTube

EMSA has just published videos the recent international maritime safety conference in Lisbon on the Agency's YouTube account. The conference provided an opportunity for feedback, ahead of the retirement of Mr de Ruiter, EMSA Executive Director, on November 30. <http://www.youtube.com/user/EMSAIlsbon>



The **DOVER STRAIT** seen arriving in Willemstad (Curacao)

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

Guides for shipping companies to support seafarers and families affected by piracy launched

A programme launched in London in September last Wednesday in Manila, Philippines, released its first guides to shipping companies and manning agents on how to offer support to seafarers and families to help them cope with the physical and mental trauma caused by torture and abuse at the hands of pirates. Similarly dedicated guides for seafarers; chaplains and welfare workers; and trade unions will follow in early 2012. Today's first tranche of guides can be seen at www.mphrp.org/publication.php

Pirates are routinely using extreme brutality and the threat of death against seafarers and their relatives. The Maritime Piracy Humanitarian Response Programme (MPHRP) is intended to help those seafarers and their families cope with the resulting pain and anguish. Funded by the ITF (International Transport Workers' Federation) Seafarers' Trust charity and TK Foundation, and chaired by Peter Swift, formerly MD of industry body INTERTANKO, the programme speaks for an alliance of ship owners, trade unions, managers, manning agents, insurers and welfare associations representing the entire shipping industry, from crews to owners (see <http://www.itfglobal.org/press-area/index.cfm/pressdetail/6451/region/1/section/0/order/1> for details of the programme's launch and aims).

Its mission is to aid seafarers who have been or may be subject to pirate attack. Somali-based pirates now regularly treat hostage seafarers with extreme violence in order to put pressure on their families to expedite their ransom demands. This includes phoning family members and making the seafarer plead for his life while he is threatened with death and guns are fired, and filming the abuse and posting it online for relatives to see.

Peter Swift, MPHRP chair, explained: "Piracy is reaching an all-time high: in the number of incidents, in the vast ransoms demanded and, most of all, in the extreme violence used. The treatment meted out to the victims now frequently crosses the line from savagery into torture. "The effects are potentially horrendous. For those, say, who successfully resisted capture but were nearly burnt alive in the room in which they barricaded themselves; for the brutalised hostages; and for those who daily put to sea in fear that it may at any time happen to them. And that's not to forget the families, who are now firmly on the pirates' target list." Roy Paul, of the ITF Seafarers' Trust, and MPHRP project manager, added: "'We have been listening to shipping companies and manning agents who have been through

the terrible experience of having their ships and crew held. Their main concern is to share what they have learnt with others. The main concern for the seafarers is how their families are informed and treated should this happen to them." He concluded: "How the seafarers are treated when they are released is important to the recovery that they can make from this horrific experience, so it's important that shipping companies and manning agents get it right. In the guides we share the good practice that many companies have used when assisting their seafarers and families and we hope it will assist other companies to do the same." The MPHRP partner organisations are: BIMCO (The Baltic and International Maritime Council, ICMA (International Christian Maritime Association), ICSW (International Committee on Seafarers Welfare), IGP&I (International Group of P&I Clubs), IFSMA (International Federation of Shipmasters' Associations), IMB (International Maritime Bureau, IMEC (International Maritime Employers' Committee), IMHA (International Maritime Health Association), Intercargo (International Association of Dry Cargo Shipowners), InterManager (International Ship Managers' Association), INTERTANKO, IPTA (International Parcel Tankers Association), ISF (International Shipping Federation), ITF (International Transport Workers' Federation), IUMI (International Union of Marine Insurance) and SIGTTO (Society of International Gas Tankers & Terminal Operators Ltd).



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China to attack Indian trade ship ???

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NAVY NEWS

Northern Fleet trained in the Barents Sea

Russia's Northern Fleet has just finished an exercise in the Barents Sea and is now preparing to leave for the Mediterranean. According to the Russian Defense Ministry Russia's only aircraft carrier "**Admiral Kuznetsov**" and the destroyer "**Admiral Chabanenko**" will leave their bases in Murmansk and Severomorsk in December and sail south.

It has earlier been informed that the vessels will sail to the Mediterranean, but it is not yet decided which ports will be visited. The two vessels have since November 13 been training at the the Northern Fleet's training area in the Barents Sea. The exercise included four artillery and ten missile shootings, anti-submarine drills and anti-air-attack drills in, Mil.ru writes. During the exercise, the aircraft carrier took onboard an air wing of Su-33 and Su-25 jet-fighters and Ka-27 helicopters. Apparently the Russian Arctic waters will not be completely left in peace while the air carrier group is away. According to the state commission for testing of Russia's new Borey-class nuclear-powered strategic submarine "**Yury Dolgoruky**", the submarine's first salvo fire of the Bulava missile will be conducted as planned in December, Rossiyskaya Gazeta writes. Defense Minister Anatoly Serdyukov last week warned that the launch could be postponed to next spring because of the weather conditions in the area. **Source : BarentsObserver**

YEW CHOON TRANSPORTED OUESSANT



As reported last week Jumbo's **FAIRPARTNER** delivered the former French Agosta class submarine **S 623 OUESSANT** off Malacca (Malaysia) where the submarine was offloaded onto the barge **Yew Choon Marine 12** which was towed by the tug **Yew Choon 7** towards the beach where the submarine with a weight of 1300 ton was transported, using 60 axes Goldhofer, towards her final location, the maritime museum in Malacca

Photo's : Reinier Blijleven - Yew Choon Pte Ltd ©



www.yewchoon.com.sg

Russian Navy to get 10 diesel submarines by 2020


The Russian Navy is planning to receive up to 10 diesel-electric submarines by 2020, a Navy spokesperson said. "The Russian Navy expects to receive 8-10 diesel submarines by 2020," the official said on Monday. The new submarines will strengthen primarily Russia's Baltic and Black Sea fleets, he added.



Russia's Admiralty Verfi shipyard on Monday launched the construction of a Project 636.3 modernized Kilo-class submarine. The Project 636 vessels, crewed by 52 submariners, have an underwater speed of 20 knots, a cruising range of 400 miles with the ability to patrol for 45 days. They are armed with 18 torpedoes and eight surface-to-air missiles. The spokesperson said the improved Kilo class submarines will feature advanced "stealth" technology, extended combat range and ability to strike land, surface and underwater targets. The Russian Navy currently has about 20 diesel-electric submarines deployed to protect Russia's territorial waters. **Source : Zeenews**


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IHC Merwede strengthens its internationalisation strategy with new CEO for South East Asia



IHC Merwede, the leading global maritime, engineering and manufacturing group, has appointed **Denis Welch** as its CEO for South East Asia. He will be responsible for helping the company to reinforce its regional identity and expand its Asian-centred operations – which are focussed on its offshore and marine activities.

IHC Merwede President **Govert Hamers** says: "Mr Welch's appointment will assist the company in



strengthening its strategy of internationalisation. We have successfully operated from our regional organisation in Singapore for the past four years and are in the process of opening new offices in the PSA building on Alexandra Road to support our ambitions of growth. I am confident that our new CEO will help to further develop IHC Merwede's presence within the

region." Singapore is one of the many countries in which IHC Merwede operates. The South East Asia office was opened in 2007 with the aim of providing optimal service to local customers in the dredging and offshore markets.

Mr Welch adds: "I am delighted to join IHC Merwede at a key point in its expansion plans. I am particularly impressed by the way in which the company develops innovative solutions in-house and through strategic business acquisitions. I am confident that our customers will welcome this further commitment to serving their interests in Asia. "I aim to build on this approach from my base in Singapore and to provide the necessary support to drive the company forward by maintaining IHC Merwede's excellent reputation for ontime and on-budget delivery."

STX CONGRATULATES EASTERN SHIPBUILDING



STX Marine (STXM) is pleased to congratulate **Eastern Shipbuilding Group** on the award by **Hornbeck Offshore Services Inc.** for the design and construction of eight STXM designed offshore support vessels. The SV300 and SV310 series vessels are derived from well proven designs recently delivered to the US Gulf Coast and they will have a deadweight of approximately 5500 LT and 6070 LT respectively. The vessels shall be designed to meet the requirements of the DP2, FiFi 1 and ENVIRO notations from ABS as well as be in accordance with the latest

applicable Marpol and IMO regulations. This contract signifies another example of the successful relationship between **STX Marine** and **Eastern Shipbuilding Group** in bringing state of the art offshore support vessels to the US offshore market. Since its establishment, STXM has become one of the leading consulting naval architecture and marine engineering firms in Canada and the United States. STXM is a wholly owned subsidiary of STX Offshore and Shipbuilding in Korea and offers professional design engineering and shipbuilding technology services to clients throughout North America and internationally. The services provided cover all aspects of ship design and production technology that is required to support international and domestic shipbuilding activities.

Chinese Shipyard Starts Construction of VLCC Ordered by SCF Group

An official steel cutting ceremony, marking the start of construction of the first of two VLCC (Very Large Crude Carrier) tankers ordered by SCF Group, took place in China on 14 November 2011. The ceremony was held at Bohai Shipbuilding Heavy Industry Co. and was attended by Sergey Popravko, Sovcomflot Senior Vice-President; Igor Tonkovidov, President of Novoship; representatives from the yard and Chinese partners.

SCF is one of the world leaders in the product tanker segment, as well the Aframax and Suezmax oil tankers segments. Now the company is entering the segment of the largest ships, namely the VLCC class (more than 300,000 dwt tonnes), as stipulated by SCF's current development strategy. Both the VLCC tankers under construction will be operated under time-charter contracts, for the transportation of crude oil, signed last December with the Chinese company PetroChina International (a subsidiary of the Chinese national oil and gas corporation – CNPC). The agreements stipulate the transportation of oil by SCF vessels from the countries of the Middle East, Western Africa, and Venezuela to China. The first vessel is expected to be accepted for operation in the fourth quarter of 2012. Technical management of the tankers, including supervision of their construction, will be performed by Novoship specialists (part of the SCF Group). At present the construction of vessels of this class is not possible in Russia. Contracts for the construction of these VLCC class tankers is another step in the implementation of a long-term strategic partnership Agreement signed by SCF Group and CNPC, in St. Petersburg on 22 November 2010. The

Agreement, in particular, provides for a significant increase in the volumes of hydrocarbons transported by sea for CNPC by SCF Group vessels. PetroChina – is one of the largest business-partners of SCF Group. Cooperation between the two companies is based on long-term contracts and today this includes crude oil transportation by Suezmax tankers. Speaking at the official ceremony, Sovcomflot's Senior Vice-President Sergey Popravko said: "The VLCC class, which is new for SCF Group (Sovcomflot), is the optimal one for working in the Asian direction. Both tankers will be employed under long-term time-charter agreements, which is completely in line with the company's strategy of development in the segment of conventional hydrocarbons transportation. Today's event is the result of mutually beneficial cooperation between SCF Group (one of the world's leading tanker companies) and CNPC (one of the world's largest oil and gas companies)." **Source: Sovcmoflot**

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The **YM OAKLAND** seen anchored off Singapore awaiting berthing – **Photo : Piet Sinke ©**
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Kelvin Hughes' ice navigation radar offers safety, manoeuvrability and cost benefits

Kelvin Hughes' MDICE software enables a commercial MantaDigital radar to deliver ice navigation capabilities that match or exceed the performance of special-purpose ice navigation radars at a much lower cost. Introduced early in 2011, Kelvin Hughes's revolutionary MDICE ice navigation radar technology is already receiving high praise from satisfied customers. MDICE software is installed in a MantaDigital radar and requires no additional or specialised hardware. MDICE provides an enhanced, 3D like radar image of ice, debris and other stationary or slow moving

objects, displayed as part of the enhanced target display (ETD) functionality on any of the current MantaDigital range of radars. "Our ice navigation radar has the lowest purchase and maintenance cost on the market," said Flemming Haase, Kelvin Hughes' Ice Navigation expert, "and if a vessel already has MantaDigital radar fitted, the software upgrade is very easy and extremely cost effective."

MDICE is the best performing radar system for navigating in all types of ice conditions. In calm conditions it performs as well as any special purpose ice navigation radar, while in rough seas it comfortably exceeds their performance." Craig Whiteway, the Woodward Group's Marine Operations Superintendent, said: "Our Kelvin Hughes' MantaDigital radar with ice navigator software has surpassed all expectations. In a difficult Arctic environment it has proven to be an excellent tool in assisting the bridge team to select the safest passage through ice infested waters." The Woodward Group provides marine services in the transportation of freight, passengers and fuel within Newfoundland, Labrador and the Canadian Arctic.

MantaDigital systems employ the modern widescreen display format to provide two radar pictures on one screen. The MDICE processing can be applied to either the main or secondary radar window. This unique feature allows the operator to use the radar in the normal manner with the powerful addition of a simultaneous ice detection view. MDICE improves target detection by means of a scan-to-scan correlation technique which integrates the returns from a large number of scans. Advanced image processing techniques enhance the visual quality of these returns, allowing clearer target differentiation via a quasi-3D representation. Adjustable gain controls allow the operator to achieve the best possible presentation in varying conditions. "The availability of efficient, cost effective ice navigation radar is becoming increasingly important as changes to the Arctic sea ice open up commercial opportunities for high latitude navigation in new trading routes," said Mr Haase. **Source: Kelvin Hughes**

Nigeria to commence 24-hour port operations

The Federal Government has mandated all the agencies driving port operations, including the Nigeria Customs Service (NCS) to commence 24 hours service, seven days a week at the nation's ports, Business Day Online reports. Ngozi Okonjo-Iweala, minister of finance, who disclosed this at this year's Nigerian Economic Summit in Abuja, said that in line with the port reform process, the new strategy, to commence in the coming months, was aimed at reducing the cost of doing business in the ports. Okonjo-Iweala said Customs and all other operators that now work from 9am to 5pm, would start working round the clock, so that Nigerian ports could operate like ports in other parts of the world. The objective, she said, was to reduce the time spent on clearing goods from months, to 21 days, and finally to 48 hours, so that the ports would become user-friendly and efficient, with faster turnaround time. "Our target is to ensure 48-hour cargo clearance in Nigeria, but we will start with three weeks cargo clearance in the short term, to enable us achieve 48-hours clearance in the long run. We can achieve this, if operators and agencies involved in cargo clearance operate on 24-hour basis. We are giving them within the next three months to organise themselves, so that implementation will take place", she said. To solve the problem of empty containers, the minister disclosed that government would come up with a container management strategy, to ensure effective disposal and usage. She continued: "We are going to sit down with all stakeholders, including concessionaires, ship owners and ports users, to develop a strategy to handle empty containers, or deploy them to other uses. We are going to commence action to see it implemented, because we have heard many complaints from stakeholders, on how it affects port efficiency". Business Day findings are that the Federal Government has set up an independent task force from the private sector, which includes the presidential monitoring and evaluation committee, to rigorously monitor policy implementation, to ensure compliance. It would be recalled that Bolanle Onagoruwa, director-general of the Bureau of Public Enterprises (BPE) said recently in Lagos, that it was necessary to ensure that Inland Container Depots (ICDs) commenced effective operations, by making terminal operators move some of their containers to bonded terminals, so that people could clear their goods promptly, without having to visit the ports. This, she said, would help to fasten the clearing procedure and reduce port congestion. **Source : PortNews**

TORM cancels one MR newbuilding



TORM has entered into an agreement to cancel one MR product tanker newbuilding, which was scheduled for delivery in March 2013. The parties have agreed not to disclose the terms. "TORM has cancelled an MR newbuilding as part of the Company's overall plan to preserve cash and delever the balance sheet. With this agreement TORM has remaining instalments on the newbuilding program of USD 126 million," says Chief Financial Officer Roland M. Andersen. The effects of the transaction will be recognized in the financial statements in the fourth quarter of 2011 and lead to a P&L loss of approx. USD 13 million. It does not have any short-term cash impact. As a consequence, TORM revises its forecast for the full year of 2011 from an expected loss before tax of USD 175-195

million to an expected loss before tax of approx. USD 190-210 million. Following the cancellation, TORM has three product tankers and two dry bulk vessels on order and an owned fleet consisting of 65.5 product tankers and two dry bulk vessels. **Source: Torm**

FAIRPLAY TOWAGE takes delivery of “FAIRPLAY-32”



Almost exactly 5 months after delivery of the “**FAIRPLAY-33**” the identical sister “**FAIRPLAY-32**” was named on 15th November 2011 at Daewoo Shipbuilding in Mangalia. Sponsor lady was Mrs. Ursula Biernoth, spouse of Klaus Biernoth who has worked the last years as building supervisor for these two tugs. Following the naming ceremony, the tug was taken over by Hamburg based **Fairplay Towage**.



FAIRPLAY-32 - sailing as well under the flag of Antigua & Barbuda – will be employed in international trades, offshore services as well as for long distance tows. Her first job will commence shortly: early December “**FAIRPLAY-32**” will pick-up an OSV-hull in the Romanian port of Tulcea for Aalesund in Norway. After completion of this first job, Fairplay will perform a bollardpull test in Stavanger. Both “**FAIRPLAY-32**” as well as „**FAIRPLAY-33**”, were ordered in 2007 with Daewoo Romania by a Hamburg based family. Early 2011 it was decided to jointly operate these tugs; „**FAIRPLAY-32**” has now been taken into full Fairplay-management whilst „**FAIRPLAY-33**” is owned by Fairplay Hamburg. Two MAN STX engines (Type 6L32/40) with each

3000 kW at 750 U/min and two Lips controllable pitch propellers with a diameter of each 3,20m in a Kort-Nozzle are expected to produce the power for more than 100 tons bollard pull. Two shaft generators with an output of each 640 kVa, 2 Cummins auxiliary engines (Type KTA19DM1GA) with each 390 kW as well as a Cummins Generator (Type 6BT5.9DMGE) with 90 kW are generating the electrical power on board. Hatlapa delivered a doubledrum

waterfallwinch (Type AH1000 Double Drum). Tugger winches, a 3 tons board-crane, Karmoy Towing Pins and a sternroller (250 tons SWL) are amongst others completing the equipment on board. The free deckspace amounts to approx. 155 sqm with a deckload of 10 tons - at specifically strengthened crossbeams even up to 15 tons. Furthermore 2 x 20' containers can be stored in fixed twistlocks. Up to 20 persons can be accommodated, mainly in single berth cabins. The tug is fully airconditioned.



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



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Antwerp Builds Major Lock to Handle Larger Ships

\$460 million lock will open at the start of 2016, parallels deepening of Scheldt River

Antwerp has begun construction of a major lock that will allow the inland Belgian port to keep pace with the increasing size of container ships and boost its competitive position in the Le Havre-Hamburg port range. The lock, the second to be built on the left bank of Scheldt River, is costing almost \$460 million and will open at the start of 2016.

The European Investment Bank, the European Union's long-term financing arm, is covering half the construction cost, with the balance provided by the Antwerp Port Authority, the regional Flanders government and a \$110 million credit line from Belgium's KBC Bank. Construction of the lock follows on the deepening of the Scheldt, which enables Antwerp to more easily handle the largest container ships that previously could only reach the port at high tide.

Antwerp is Europe's second largest container port after Rotterdam and Hamburg, handling 6.5 million 20-foot equivalent units in the first nine months of the year, up 3.1 percent on the same period in 2010. Total cargo volume rose 7.5 percent to 142 million metric tons in the first three quarters of 2011. **Source : The Journal of Commerce**

Port strike looming as talks fail

New Zealand's largest container port, said mediation with the Maritime Union was unsuccessful and it is preparing for a strike next month that will see some ships diverted to Tauranga. Ports of Auckland chief executive Tony Gibson said the Bledisloe and Fergusson container terminals, and associated road and rail services would be closed from 10.30 pm on December 1 until 10.30 pm on December 5. The disruptions would cost about \$1.6 million.

"This stoppage is especially concerning given that we are now in the lead up to Christmas, one of the busiest times in the shipping schedule," he said. The port is talking to customers to minimise disruptions but at this stage four ships were likely to be diverted to rival Port of Tauranga, New Zealand's biggest export hub, and two could miss Auckland from their shipping schedule entirely, Gibson said. "The total number of containers affected is likely to be between 6000 and 7000," he said. The mediation was an attempt to reach agreement on the terms of a new collective pay contract for waterfront workers. The strike involves 327 of the ports 500 employees. **Source : nzherald**

ABB Azipod® hydrodynamic efficiency is improved again by more than 2 percent

Continuous effort to improve Azipod energy efficiency

ABB, the leading power and automation technology group, has announced that recent modifications to its Azipod propulsion unit frame design have seen hydrodynamic efficiency improved by more than two per cent. The modifications include a newly optimized Azipod fin shape and a new pod cap structure, called Xtail. The revised fin structure receives water flow from the propeller at a new, less acute angle, and its new curved design redirects the flow more efficiently. The unit's new X-tail, installed for the pod cap structure, straightens water flow on ejection from the Azipod propulsor, minimizing water swirling.

Royal Caribbean International's **Radiance of the Seas** was the first cruise ships to benefit from the new fin shape and X-tail. The modifications to Azipod were completed during her drydock in May 2011. Her sailings from May to September witnessed the benefits when compared to a sister vessel and her previous operational portfolio: more than 2 percent in hydrodynamic efficiency improvement was achieved. Based on the positive result from the test, ABB will now include its new features in new Azipod XO units and provide refitted services to existing vessels equipped with older Azipod VO and XO units.

At the beginning of this year ABB together with Eniram introduced Azipod Dynamic Optimizer (ADO), a software tool which optimizes the Azipod toe angle. The tool has further improved unit efficiency and initial results from the trial installation on Holland America Line's Noordam indicate that 1.5 percent savings may be achievable on this vessel. "Azipod propulsion has been in the market about 20 years and a lot of hydrodynamic improvements have been made during that time. However, from the hydrodynamic point of view the system still has a lot of potential. More new ideas will be studied, tested and applied to improve ship fuel efficiency" said Tomi Veikonheimo, chief hydrodynamist at ABB Marine. When the Azipod propulsion system was first introduced to the cruise market in 1990s, around an eight per cent rise in efficiency was recorded compared to existing ships, in terms of shaft line efficiency. After that, step by step improvements were made to the Azipod shape, resulting in about another seven per cent efficiency improvement. Two years ago, when 'next generation' Azipod - Azipod XO units were launched, another two per cent improvement was achieved. Thus combining this to the recent improvements, Azipod hydrodynamic efficiency has totally been improved by more than 12 percent compared to the first cruise vessel application. "The fuel efficiency improvements measured on Radiance of the Seas are welcomed reprieve in today's higher fuel prices" said Anders Aasen, Associate Vice President of Technical Services for Royal Caribbean International and Azamara Cruises. "Any improvements we can make on fuel efficiency will serve us well for future operational costs." "Azipod is one of ABB's most recognized products, denoting the company's energy efficient solutions for marine applications and offering up to 20 percent in energy savings. However, the pursuit of better efficiency, maneuverability, safety and crew comfort has never ceased," says Heikki Soljama, Global Head of ABB's Business Unit Marine and Cranes. To date, over 100 vessels have been equipped with Azipod propulsion units and more than 240 Azipod units have been delivered or are on order, accumulating about seven million reliable operating hours in demanding marine applications such as icebreakers, luxury cruise ships, research vessels, offshore supply vessels, drilling rigs, ferries and mega yachts. **Source : ABB**

NEW HEAVYLIFT VESSELS FROM KOREA



The Korean flagged HLV **MEGA CARAVAN** with sister **MEGA CARAVAN 2** are 163.8 mtr in length, beam 42 mtr and are having a free deck space of 140 x 42 mtr available with a max deck load of 28 ton/m², both vessel with a 17.726 dwt are build at the DSME yard and recently delivered, max speed if the vessel is 12.5 knots-photo's : **Fop Leder** ©



Port of Sevastopol sees largest vessel ever

On November 21st, the largest ever Panamax bulk carrier Panama-flagged **Global Star** made call at the port of Sevastopol. The vessel was piloted into the harbor by state-owned company Delta Lotsman, the company said. The bulker's length - 229 m, breadth - 32.24 m, depth - 20.20 m, deadweight - 83 601 tons, build year - 2010.

"The pilotage and mooring of the vessel has been accomplished just perfect, on schedule in spite of the night time, narrow waters of Sevastopol port and the presence of other ships," said Deputy Director of Delta-Lotsman Yuri Kharkov. The State Enterprise Delta Lotsman (Delta Pilot) was established by the order of the Ministry of Transport of Ukraine in 1998. Two years later the pilot company was certified by Shipping Register of Ukraine. Delta Lotsman operates a fleet of 20 pilot boats, 2 sounding boats and ice-class tug '**Gaydamaka**.' Source : **PortNews**

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DISA INTERNATIONAL
Head office
Ketelaarstraat 5c
B-2340 Beerse
Belgium

Telephone : +32 14 62 04 11 (BE)
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Website: www.disa-international.com





'The **Atlantic Labrador** being towed from Vlissingen to the DAN sector in the North Sea'

Photo : SKEYES - www.skeyesphoto.com ©

DP World to expand and modernise fishermen's wharf in Al Hamriya

DP World, UAE Region announced the start of construction work on a modern facility for the exclusive use of the fishing industry at Al Hamriya Port as part of a recently launched plan to upgrade the port's facilities. The project details were unveiled by HE Sultan Ahmed Bin Sulayem, Chairman, DP World, at a press conference in the presence of Mohammed Al Muallem, Senior Vice President and Managing Director, DP World, UAE Region, and Brigadier Mohammed Saeed Al Marri, Chairman, Dubai Fishermen's Cooperative Association.

The development, slated to be completed in the first half of 2012, will have a new 1,650-metre long wharf with a capacity to accommodate 225 fishing boats, as well as a special 300-metre marina for traditional dhows. The project will include the expansion of the existing docks and upgrading of all facilities. The work on the fishermen's wharf is part of a project that DP World, UAE Region launched earlier this year to upgrade and modernise Al Hamriya Port, which has traditionally been a hub for the movement of non-containerised goods between Dubai and the rest of the Gulf, South Asia and East Africa. The upgrading plans also include widening of the docks to enable Al Hamriya Port to receive larger feeder vessels, expanding the yard used for maintenance of traditional wooden dhows, and the shifting

of the existing fishermen's centre to a new convenient location within the port. The upgrade will promote the overall efficiency of the traditional port, located in the heart of Dubai. The entire project is expected to be completed in 18 to 24 months, in line with market demand. There are more than 730 registered fishing boats in Dubai and the fishermen's community has over 3,300 members engaged in delivering daily fresh stocks of seafood to the local market. HE Sultan Ahmed Bin Sulayem, Chairman, DP World, said: "Fishing is in the blood of the people of this nation. The expansion work at Al Hamriya's fishermen's wharf underpins DP World's commitment to invest in projects that go beyond commercial value to the local community. It is an investment in preserving and expanding a sector that is important both economically and to our heritage." Mohammed Al Muallem, Senior Vice President and Managing Director, DP World, UAE region, said: "Fishing and sea trade have historically been a core component of Dubai's economy, and now after 35 successful years as a vital regional hub for re-export and fishing, we are equipping Al Hamriya Port to deliver significant services of value to both the shipping industry and the fishing community. Our expansion plans are in direct response to fishermen's needs and we are confident the new facilities will further cement the excellent relations we have with all our port users." Brigadier Mohammed Saeed Al Marri, Chairman, Dubai Fishermen's Cooperative Association, said: "Dubai's growing fishing industry has been in need of modernisation and improved operating efficiencies. We thank DP World for responding positively to our needs with this project. We believe that it will contribute towards increasing the sector's overall productivity and directly benefit the fishing community." Dubai accounted for over 10% of the UAE's annual catch of 77,700 tons of fish and increasing demand has ensured a steady rise in productivity over the years. **Source : PortNews**



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WHAT IS LEFT OF THE ALTAIR



Referring to newsclippings **163 dated 12-06-2010** in which a photo was used of the **ALTAIR** made by **Harry Stott**, herewith another photo of the vessel seen sitting at Cassino Beach - Rio Grande/Brazil, On 6th June 1976, the Brazilian dry cargo vessel **ALTAIR** grounded off Cassino beach, south of the Rio Grande city, in Rio Grande do Sul state, in Brazil, with 3.000tons (load) of grain. All her 21 crew members were rescued with success! The ship cannot be removed and was declared "total loss". The **ALTAIR**'s parts still remains beached in Cassino beach, and vessel to date, turns a touristic "curiosity" visitation in this city as seen below ! - **Photo top : Unknown**



Photo : Marcelo Vieira ©

OLDIE – FROM THE SHOEBOX



Another photo of the Smit tug **MISSISSIPPI**, made by newscippings reader **Colin Greenall** who took the photo whilst working for Shell Tankers in 1977 in Singapore. Colin was onboard the **ALUCO**, bound eventually for scrap the same year. Photo : **Colin Greenall** ©

.... PHOTO OF THE DAY



Iskes **ARGUS** seen in action in the port of IJmuiden – Photo : Erwin Willems ©

RECENTLY UPLOADED HIGH RESOLUTION PHOTOS AT THE WEBSITE

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LONDON	-	OCEAN GOING TUG	TOISA PALADIN	-	OFFSHORE SUPPORT
AZ CARNATION	-	COASTAL TUG	JUL SOFIUS K	-	AHTS
LEWEK LYNX	-	AHTS	LIZZY K	-	AHTS
MAERSK RESPONDER	-	OFFSHORE SUPPORT	STEADY	-	HARBOUR TUG

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