

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 330



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The RT DARWIN seen in the port of Walvisbay (Namibia)

Photo : Carlos Mogadinho - KLD Ships' Agency ©

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Crown Princess Mary named the tug **SVITZER MARYVILLE** in Victoria Harbour Melbourne Thursday afternoon.
SVITZER MARYSVILLE is Svitzer's latest Damen tug delivered into their Australian fleet from Damen's Vietnam shipyards - Photo : William Barber - billba3@bigpond.com ©

Northlink considers 'airline-style' pricing

Northlink Ferries is looking at variable pricing for fares dependent on availability and how far in advance travel is booked. The pricing model is described by Northlink as 'dynamic pricing...like most airlines and rail companies use, where cheaper fares can be found by booking further in advance and at off peak times, rising at peak times and for later booking.'

They are conducting an online questionnaire to gauge public opinion about Dynamic Pricing consisting of between 14 and 35 questions. The suggested advantage for passengers is access to cheaper travel, while the carrier can make more efficient use of the capacity by spreading demand more evenly. All responses to the survey will be entered into a prize draw to be drawn at random on 9th December 2011. One lucky winner will win a return trip for two from Aberdeen to Orkney or Shetland with a car and cabin.

Questions posed in the questionnaire include whether variable pricing will act as an incentive or disincentive to travel dependent on whether the price is increased or decreased, with the maximum suggested increase being 50%. Further questions try to establish how flexible travellers are as to date of travel.

Questions that might arise to the residents of Orkney are whether this might apply in all directions, what effect this might have on spontaneous travel by tourists arriving in Caithness, or how compatible this is with a lifeline service.

Consideration of new pricing structures would suggest that this is either going into Northlink's bids for the Northern Isles ferry contracts to be awarded next year, or that they are confident of winning them and looking to the future. Such confidence is not reflected in recent decisions not to take bookings for package holiday deals in 2012. **Source :** [allaboutorkney](#)



The derrick barge "**SulianHai QuiZhong II**" has just collected two windmill foundation monopods from the PJOE yard in Penglai for installation in the Bohai Bay, North East China. The derrick barge is fitted with a China made 1,000 Ton revolving crane. – **Photo : Tony Schenk ©**

Minister receptive on SeaFrance plan

UNIONS representing workers at embattled cross-Channel ferry firm **SeaFrance** said Transport Minister Thierry Mariani had been "very receptive" to their plans for a workers' buy-out to save the company. Its ferries have been tied up at Calais since last Tuesday after the Tribunal de Commerce in Paris rejected a five million euro bid by rival DFDS/LD Lines. Mariani said after the meeting his main objective was to "safeguard the service and, therefore, the jobs". Union officials told 20 Minutes he was "surprised" that the company was keeping its vessels tied up and "would be asking for them to be put back into service". SeaFrance said its ships were "tied up at the quayside until problems related to the administrator, safety and security are resolved. This could take some time." The DFDS plan would have seen a new company created to serve Dover-Calais and with three of the four SeaFrance vessels being maintained.

However, only 460 jobs out of the present SeaFrance workforce of 800 would be retained. Unions had put together a cooperative bid which would see all four vessels and all jobs maintained. They are now in talks with Nord - Pas-de-Calais region on a 10 million euros cash injection but still have to find up to 25 million euros to finance a full bid.

The two bids were the only offers left on the table after the European Commission ruled out a proposed restructuring plan for SeaFrance, which would have seen additional financing of 160 million euros coming from state-owned SNCF. The EC said the deal involved too much state aid. Both the unions and DFDS/LD Lines now have until December 12 to come up with new costings for their bids. Dover-Calais rival P&O Ferries has denounced increased state aid for SeaFrance, which went into administration after it made 240 million euros losses last year. It has also sent a sixth ferry to boost its service on the route. Economy Minister Francois Baroin has asked the European Commission withdraw its rejection of the SNCF aid offer. **Source : The Connexion**



The **MSC MONICA** seen in Otago Harbour – **Photo : Ross Walker ©**

UNCTAD: Launch of the Review of Maritime Transport 2011

Maritime transport saw an increase in demand in 2010, in particular in the dry bulk and container trade segments. Total seaborne trade reached an estimated 8.4 billion tons. On the supply side, 2010 saw record deliveries of new tonnage, 28 per cent higher than in 2009, resulting in an 8.6 per cent growth in the world merchant fleet. The fleet reached almost 1.4 billion deadweight tons (DWT), in January of 2011, an increase of 120 million of DWT over 2010. New deliveries stood at 150 million DWT, against demolitions and other withdrawals from a market of approximately 30 million DWT.

Developing countries have made remarkable progress in international seaborne transport -- as documented for more than 40 years by UNCTAD's annual Review of Maritime Transport (RMT). Developing countries' shipping no longer consists solely of raw materials exports to the developed world. Indeed the last decades have seen their increased participation in global supply chains, which led to a surge in imports of primary and intermediary products. Between 1970 and 2010, developing countries' share in the volume of seaborne imports rose from just 18 per cent to 56 per cent of the world's total. The world's busiest container ports are Shanghai, Hong Kong (China) and Singapore, and Asian developing countries have the highest indicators of maritime transport connectivity, as captured by UNCTAD's Liner Shipping Connectivity Index (LSCI). But while the consolidation of the services provided by the container shipping industry achieved improved operational efficiency, it may also have entailed a loss in negotiating power for some

players and resulted in less overall market efficiency for smaller trading nations. In July 2011, UNCTAD found that 35 coastal countries were served by three or fewer liner companies, compared to 25 countries just five years earlier.

The Report also highlights the entry into force, in September of 2011, of the International Convention on Arrest of Ships which was developed under the auspices of UNCTAD, during the United Nations International Maritime Organisation (IMO) high-level conference in 1999.

In the past decades, developing countries have substantially expanded their fields of expertise to maritime sectors of greater business sophistication and technical complexity. They first became major market players in the provision of seafarers and vessel registration, and are now expanding into practically all major maritime sectors. As highlighted in this year's special chapter of the UNCTAD Review of Maritime Transport, developing countries are not only users of shipping services but increasingly participants in the provision of these services, through the operation of seaports, the construction of ships, containers, and in the transport of equipment. In shipbuilding (China and the Republic of Korea), scrapping (Bangladesh), and the provision of seafarers (Philippines), developing countries now account for more than three quarters of the world's supply. Companies from Dubai, Hong Kong (China), and Singapore operate container terminals in many ports of the world, both in developing and in developed countries. However, many least developed countries (LDCs) still do not have the ability to participate fully in the maritime businesses, which increasingly requires advanced technological capacities and the existence of industrial or service clusters. These countries are confronted with the double challenge of having to upgrade seaport facilities to accommodate larger ships while seeing competition being reduced with fewer regular shipping services calling at their ports. Shipping companies from developed and developing countries alike increasingly rely on goods and services from developing countries to remain competitive. Already in the 1970s, ship-owners made use of open registries, enabling them to hire crews from countries with lower labour costs. In more recent decades, shipping companies also started purchasing their vessels in shipyards from developing countries, as vessels constructed in European or United States shipyards would often be too expensive.

Source: Unctad



The **DUSSELDORF EXPRESS** seen leaving Ensenada, Mexico 23 November

Photo : Cap. Alt. Juan Angles ©

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The ancient tug [Saint Cristopher](#) while laying near Ushuaia port - [photo : Arie van Zoomeren](#) ©

Security firms take up arms against pirates

Security firms led by G4S are providing armed guards to ships sailing pirate-infested Somali waters, with one start-up kitting out a gunboat to lead World War II style convoys, as shipowners step up their response to constant attacks. G4S, which provides services ranging from airport and sports event security to prison management and cash transportation, has been in the vessel security market since 2003, but only recently switched to using armed guards. "We've been doing it at an increasing level basically as a response to customer demand because of the threat posed off the coast of Somalia and the Indian Ocean generally," a G4S spokesman told Reuters, adding that the FTSE 100 firm sees combating pirates as a big commercial opportunity.

G4S, currently serving two large Far Eastern shipowners, said it may also offer armed protection to shipping off the west coast of Africa and the Strait of Malacca, off Malaysia, both scenes of increasing pirate activity. The switch in favour of armed vessel security comes after Britain and the United States last month reversed their opposition to it amid growing acceptance that weapons could be the best deterrent to Somali gangs who have been seizing ships and holding their crews and cargo to ransom for the last five years.

Traditionally, shipping companies and their insurers have fretted that having armed personnel onboard boats could escalate violence in the event of a pirate attack. Other private security contractors offering protection against pirates include Typhon, a start-up chaired by Simon Murray, the ex-military chairman of commodities trading giant Glencore. Typhon, backed by two major Asian shipping companies, plans to protect convoys of up to ten ships with an armed vessel complete with helicopter, chief executive and founder Anthony Sharpe told Reuters. "There are some guys that say they don't like arms because it escalates the situation, but sadly it's a necessary evil. It does deter piracy," Sharpe said.

A report earlier this year estimated that maritime piracy costs the global economy between \$7 billion (4.47 billion pounds) and \$12 billion through higher shipping costs and ransom payments. The International Maritime Organisation said it does not condone or condemn the use of armed guards, but has issued guidelines for shipowners who do decide to seek armed protection. G4S said it was providing armed protection, as well as tactical and strategic advice on board large vessels such as oil tankers and container ships. It said it had averted a number of attempted pirate attacks in the Indian Ocean in recent months. Somali pirates were holding as many as 16 vessels hostage as of November 7, including the *Blida*, a 20,586-tonne Algerian-flagged carrier with 27 crew members. Earlier this year, a seafaring Somali gang seized the oil tanker *Irene* almost 1,000 miles from the coast of Somalia in their most long-range attack to date. G4S, which is worth around 3.3 billion pounds, made headlines earlier this month after scrapping a planned 5.2 billion pounds (\$8.2 billion) acquisition of Danish cleaning firm ISS following investor opposition to the company moving away from its security heritage. **Source: Reuters**



A Memorial Statue and Plaque sits outside [Fraserburgh Lifeboat Station](#) in memory of the [RNLI](#) Lifeboatmen who lost their lives in three Fraserburgh Lifeboat Disasters. Photo : [Iain Fortsyth](#) ©

China Shunning Biggest Ore Ships Shows \$2.3 Billion Vale Mistake

The Vale (VALE) Brasil, the biggest commodity ship ever built, was designed to carry iron ore to China from South America. After six months in operation, it hasn't done that once. China's refusal to accept the Brasil has derailed Vale SA (VALE3)'s push to control shipments to its biggest customer by building up a fleet of 35 ships, each almost as large as the Bank of America Tower in New York. Rio de Janeiro-based Vale, the world's biggest iron ore miner, ships about 45 percent of sales to China, the largest consumer of the steelmaking ingredient.

Vale's plan, which includes buying 19 vessels for \$2.3 billion, has spurred opposition from Chinese shipowners who say it will worsen overcapacity, slumping cargo rates and industrywide losses. Steelmakers are also likely against it as the ships would give Vale more control over pricing and delivery, said Chang Tao, a China Merchants Securities Co. analyst.



The [VALE CHINA](#) seen leaving the builders recently – Photo : [Rob Huizing](#) ©

"Nobody in China wants Vale's fleet to come," he said. "Not shipping lines, not shipowners, not steelmakers." The miner may struggle to find alternative uses for all ships as no other markets are as big, he said. Vale also likely can't cancel vessel orders or quit leasing contracts without paying "very heavy penalties," said Ralph Leszczynski, the Beijing-based head of research at shipbroker Banchero Costa & Co. "I'm pretty sure that Vale themselves have by now realized that they made a big mistake," he said. "I find it really incredible that they committed so much money in this project without first getting written assurances from the Chinese side that they would be able to use the ships."

Vale's press-relations office in Rio de Janeiro declined to comment. The miner is buying vessels from China Rongsheng Heavy Industries Group Holdings Ltd. and Daewoo Shipbuilding & Marine Engineering Co. (042660) It will also lease eight from STX Pan Ocean Co. under a \$5.8 billion 25-year deal, according to 2009 statements from the Seoul-based shipping line. Vale's then-chief executive officer Roger Agnelli oversaw agreements for the 400,000 deadweight-ton vessels to reduce a reliance on outside shipping lines and risks from changes in freight costs. The Baltic Dry Index, a benchmark for global commodity-shipping rates, fluctuated more than 40 percent on an annual basis every year except one from 2001 to 2010.



The **VALE BRASIL** seen moored at the Port of Sohar – Photo : Edwin van Espen – Port of Sohar ©

The Vale vessels are about twice as big as the capesize ships that are now generally used to ferry commodities from Brazil to China. The miner plans to send about 130 million tons of iron ore on the route both this year and next.

The company is also investing \$1.37 billion to set up a distribution centre in Malaysia that will be able to handle the very large ore carriers. Transferring cargo there to smaller vessels for shipment to China would likely increase freight costs, eroding at least some of the gains from the larger vessels' size and fuel efficiency, said China Merchants' Chang. Vale has held talks with Chinese shipping lines about selling or leasing the about 360-meter-long vessels, Teddy Tang, the chief financial officer of its China operations, said in September. No deals had been reached. The China Shipowners Association, whose members hold about 80 percent of the nation's shipping capacity, has advised lines not to take the vessels, said Executive Vice Chairman Zhang Shouguo. "The most important thing for Vale is to stop building," said Zhang, a former deputy director in the transport ministry's shipping division. "The additional capacity will exacerbate the already bad freight market." The China Iron & Steel Association has no position on suppliers' shipping operations as long as they aren't used to manipulate iron-ore prices, said General Secretary Zhang Changfu.

The **Brasil** was this week in the Arabian Sea headed for Oman, according to data on the Bloomberg terminal. The ship was handed over to Vale by Daewoo Shipbuilding in May. The Seoul-based shipyard has also delivered two other similar-sized vessels, as it works through orders for seven worth a total of \$748 million. More deliveries will follow next year and work is progressing as planned, the shipbuilder said by e-mail. Vale also ordered 12 of the very large ore carriers from Rongsheng Heavy for \$1.6 billion in 2008. The Shanghai-based shipbuilder expects to deliver the first this month, said Chief Executive Officer Chen Qiang. The handover is about two months late because of certification issues, he said. The company has begun building the other 11 on-order ships, with Vale paying in installments as work progresses, he said. "I am not worried about any possibility of Vale canceling orders," Chen said. "They need the ships to carry iron ore, and the vessels are greener and more advanced."

Vale CEO Murilo Ferreira, who took on the job in May, this week named a new logistics head, Humberto Freitas, as part of a management reshuffle. The previous operations head, Eduardo Bartolomeo, will run the company's fertilizers and coal unit. Ferreira's new regime may also herald a change in the approach to shipping, which could be announced at an investor day next week, said Rafael Weber, a Porto Alegre, Brazil-based Geracao Futuro Corretora analyst. "They can't fight with their main customer," he said. "The company may decide against going ahead with it to avoid discord with the Chinese government." China's Transport Minister Li Shenglin said earlier this month that the government will strengthen control of vessel deliveries and "guide the orderly arrival" of new ships amid tumbling rates and losses for shipping lines. China Cosco Holdings Co., the nation's largest sea-cargo carrier, lost 4.8 billion yuan (\$755 million) in the first nine months.

The Vale Brasil was diverted on its maiden voyage in June from its original destination of Dalian, China to Italy after a request from a European customer and because "draft services" at the Chinese port weren't ready, Ferreira said in July. The ships will "undoubtedly" go to China when needed, he said. The ports of Dalian, Qingdao and Majishan near Shanghai are able to handle Brasil-sized vessels, Vale said in June. Qingdao, northeast China, hasn't opened its facility because of "restrictions," Li Yuzhai, a spokesman for Qingdao Port (Group) Co., said yesterday. Calls to Majishan port yesterday went unanswered. Dalian Port PDA Co. (2880)'s press office referred enquiries to the company's iron-ore handling unit. Calls there weren't answered. A call to the ministry of transport wasn't answered. STX Pan Ocean has begun operating one of its eight VLOCs for Vale. The vessel is awaiting loading in Brazil, the shipping line said by e-mail yesterday. No changes to its agreement with Vale are expected, it said. The shipping line's vessels are being built by affiliate STX Offshore & Shipbuilding Co. (067250)

BW Group will also operate four vessels for Vale, the miner said in 2007. One, the Berge Everest, was due to be delivered in September by Bohai Shipbuilding Heavy Industry Co., according to a statement on the website of BW affiliate Berge Bulk. Rongsheng Heavy is also building four VLOCs for Oman Shipping Co., which will be leased to Vale and used to haul commodities to the sultanate. The vessels are all due to be delivered in the second half of 2012, the shipping line said by e-mail Wednesday

Still, Vale needs to use ships on China routes to fully utilize the fleet, and the country's opposition to the vessels is unlikely to weaken, said Huang Wenlong, a Hong Kong-based analyst with BOC International Holdings Ltd. "Once Vale moves its own iron ore, its control on the supply of iron ore extends into shipping, further diminishing Chinese steelmakers' bargaining power," he said. "That is a situation China doesn't want to see." **Source: Bloomberg**

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Above seen the Colbefret newbuilding **CAPUCINE**, in the Kanmon Strait, following her delivery last week and is expected in Rotterdam between Christmas and New Year, before taking up the Rozenburg/Ipswich service.

Photo : EuroShip Services Limited © via Jon K Simpson

China Cosco names new president

China Cosco Holdings Ltd. said Tuesday it has named Jiang Li Jun as president of the Hong Kong-listed company with immediate effect, replacing Zhang Liang, who resigned from the position due to other work arrangements, Seatrade Asia online reports. Debt laden China Cosco, the publicly traded shipping line of state-owned China Ocean Shipping (Group) Co., which is listed in Hong Kong and Shanghai, said in a statement that Zhang confirmed he has no disagreement with the board and there is no matter relating to his resignation that needs to be brought to the attention of shareholders. Zhang will remain as director of the company, it added. Before the appointment, Jiang was the vice chairman and president of Singapore-listed Cosco Corp. (Singapore) Ltd. and deputy general manager of Hong Kong-based port operator COSCO Pacific Ltd. **Source : Seatrade Asia**

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The **CMA CGM ROSE** seen outbound from Rotterdam – Photo : Henk van der Heijden ©

Occupy protesters call for West Coast ports shutdown

The Occupy Movement is calling for a shutdown of all West Coast ports on Dec. 12, but they will have to pursue their goal without the cooperation of the powerful International Longshore and Warehouse Union, the Journal of Commerce reports. The movement's declaration comes about three weeks after thousands of Occupy Oakland protestors halted nighttime operations at the Port of Oakland on Nov. 2. The ILWU voiced support for the Oakland protest, but a letter from the ILWU Coast Committee in San Francisco to all longshore locals on the West Coast shows a position shift:

"To be clear, the ILWU, the Coast Longshore Division and Local 21 are not coordinating independently or in conjunction with any self-proclaimed organization or group to shut down any port or terminal, particularly as it related to our dispute with EGT in Longview (Wash)." In fact, the ILWU Coast Committee appears perturbed that groups outside of the union "intent on driving their own agendas" are using ILWU issues to pursue their own goals.

The ILWU considers its dispute with EGT, which is attempting to open a grain terminal in Longview, Wash., with the use of non-ILWU labor, to be a crucial issue for the union, but the ILWU does not want outside groups using that issue to attract support from the union rank and file for a ports shutdown.

"Other social media groups that pretend to be ILWU-related but are in no way sanctioned or informed by the elected leadership are publicly trying to link the Coast Longshore Division's primary labor dispute with EGT in Longview to the call for a 'shut down' of the West Coast ports," the letter stated. In order to effectively shut down West Coast ports, the Occupy Movement would have to position so many demonstrators at the entrances to the ports that they would present a safety threat to longshoremen who attempted to report to their jobs. An arbitrator appointed jointly by the ILWU and waterfront employers judged that the Occupy Oakland demonstrators on Nov. 2 created a condition for longshoremen that was officially considered to be unsafe under the waterfront contract. The ILWU Coast Committee cautioned its members that if a similar situation develops on Dec. 12, longshoremen should stand by in a safe area and await a decision by employers to call for an arbitrator. Furthermore, the committee reminded the longshoremen that public demonstrations are not picket lines under the waterfront contract. Source : PortNews

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On The Rise

The number of Filipino maritime professionals applying for licensure examinations has been on the rise for the past six years, the Professional Regulation Commission (PRC) said. PRC Chairman Teresita Manzala said during the turnover ceremony of the newly renovated Maritime office at the PRC headquarters in Manila Thursday that the number of exam applicants for marine engineers and marine deck officers had been steadily increasing since 2005.

She said the number of marine engineers rose from 47,000 in 2005 to 58,000 in 2010, while that of marine deck officers was up from 47,000 in 2005 to 63,000 in 2010. "As of October 2011, there is already a total of 60, 121 registered Marine Engineers and a total of 69,015 registered Marine deck officers," Manzala said. With the pool of Filipino marine officers getting bigger, Labor Undersecretary Danilo Cruz said the Philippine Overseas Employment Administration (POEA) expects the number of their deployment overseas to pass the 400,000 mark by the end of this year. Cruz said demand for seafarers might be higher next year after country complies with the reforms and international standards set by the Manila amendments to the Standards of Training, Certification and Watchkeeping for Seafarers (STCW). The STCW Manila amendments, which will take effect on January, aim to raise the qualification of seafarers worldwide through additional training courses, review of legal instruments, health guidelines, and additional accreditation to maritime training facilities.

"Our quick response to these challenges clearly indicates that we are well prepared to defend our title as the seafarer capital of the world," Cruz said. The Philippines is among the top producers of maritime professionals in the international labor market, making up about a fifth of the 1.2 million seafarers worldwide. Cruz said the additional deployment of seafarers will lead to more remittances for the country. "The Bangko Sentral ng Pilipinas (BSP) also projected the remittance from the Filipino based seafarers to rise to \$4 billion. This projection foretell of the tremendous contribution made by our seafarers to shore up our country's economy amid the global uncertainty over the Euro zone crisis," Cruz said. **Source : ShipTalk**



The **SPRING BEAR** seen enroute Rotterdam – **Photo : Henk van der Heijden ©**

Speeding ships to put brakes on rates rally

Equity investors see narrowing losses for companies in 2012

The biggest rebound in oil-tanker rates in almost two years is already being threatened by signs the surge may spur ships to speed up, increasing vessel supply and undermining the rally. The largest tankers cut their speed to an average of 10 knots in October, from 10.8 knots a year earlier, after eight months of unprofitable rates, data show. A one-knot change adjusts the fleet's capacity by 5.8 per cent, Oslo-based Arctic Securities ASA estimates.

Shares of Frontline Ltd, the biggest operator of the ships, jumped 19 per cent in the past two weeks as tanker earnings approached break even. 'A few extra knots will put a brake on this rally and any others that come within the next few years,' said Erik Nikolai Stavseth, an analyst at Arctic Securities who advised selling Frontline a year ago, since when the stock slumped 80 per cent. 'We are now moving into the earnings territory where owners have less incentive to keep speeds low.' Daily rates that reached US\$28,829 on Nov 18 last exceeded the US\$29,800 that Frontline says it needs to break even in March, according to data from London-based Clarkson plc, the world's biggest shipbroker. Owners are managing the biggest fleet in at least three decades, in a year in which global oil demand

growth is forecast by the International Energy Agency (IEA) to slow to one per cent from 3.1 per cent. Shipping companies started cutting speeds to reduce fuel costs and trim capacity. Forward freight agreements, traded by brokers and used to bet on future transport costs, indicate current rates won't last. Contracts for the benchmark Saudi Arabia-to- Japan route are trading at US\$9,377.90 for 2012 and US\$13,437.48 for 2013. That's still better than this year's average of US\$7,870.14, according to data from the London- based Baltic Exchange, which publishes rates along more than 50 maritime routes. Very large crude carriers (VLCCs) haul about 20 per cent of the world's oil.

Equity investors are anticipating narrowing losses for shipping companies next year. Frontline, based in Hamilton, Bermuda, will report a loss of US\$84.8 million for 2012, compared with a loss of US\$125.7 million for this year, the mean of 19 analyst estimates show. Shares of the company rallied 25 per cent since Oct 4 in Oslo trading, paring this year's decline to 80 per cent. General Maritime Corp, which operates a fleet of 29 tankers, filed for bankruptcy court protection from creditors on Nov 17. Owners ordered the most ships in about four decades in 2007 and 2008, when rates rose as high as US\$229,000. The fleet expanded 11 per cent to 555 vessels since the end of 2008 and orders at ship yards are still equal to almost 15 per cent of existing capacity, according to data from Redhill, England- based IHS Fairplay.

Each carrier can hold about two million barrels of oil, more than France consumes daily. Any increase in speed may be partly offset by strengthening demand. Oil consumption will average a record 90.5 million barrels a day next year, compared with 89.2 million this year, the Paris-based IEA said in a report on Nov 10. China will use 5.3 per cent more, three times the growth predicted globally. The Asian nation is the top destination for crude shipments on VLCCs in terms of volume, according to Bloomberg ship-tracking data. The rally in rates may also be sustained by older ships being scrapped. The cost of a 15-year-old tanker fell 48 per cent to US\$23.5 million this year as scrap values rose 3 per cent to US\$17.25 million, the narrowest gap in at least five years, according to data from Clarkson and Simpson, Spence & Young Ltd, the second-largest shipbroker. Owners may break up 5 per cent of the fleet within 18 months, the most in nine years, Clarkson Capital Markets LLC estimates. Rising energy costs may encourage owners to keep tanker speeds low. Ship fuel, known as bunkers, jumped 32 per cent to US\$671.37 a tonne this year, according to data from 25 ports. An empty vessel burns about **90 tonnes** of bunkers a day when travelling at 14 knots, according to Riverlake Shipping SA, a broker in Geneva. That can drop to **25 tonnes** when sailing at 10 knots, Frontline said in March, implying a saving of about US\$43,600 a day. **Source : Bloomberg**

Aanvaring zeiljacht met zandzuiger



Donderdagavond 23 november om 22.10 uur is de Hoekse KNRM bemanning gepaged voor een aanvaring. Het zeiljacht **Rio Scoe** uit Hamburg was tegen de zandzuiger **Crestway** aangevaren en heeft daarbij zijn mast verspeeld. De bemanning van de **Crestway** hebben de man, enigste opvarende geholpen en de zeilboot die geen water maakte langszij gehouden. De man verkoos aan boord van zijn boot te blijven en niet aan boord komen voor een bakkie koffie. Om 23.20 uur is een redder overgezet en is het zeiljacht door de **Jeanine Parqui** richting Hoek van Holland gesleept. waar om 01.30 uur is afgemeerd in de Berghaven.

De reddingboot **Jeanine Parqui** van de Koninklijke Nederlandse Redding Maatschappij om 22.45 ter plaatse in positie 52°04.25 en 004°03.70, 7 mijl West van Kijkduin, 9 mijl Noord van de Hoekse pierhoofden. Om polshoogte te nemen is een opstapper overgezet

op het zeiljacht om te bezien of alles naar behoren functioneert en lekkage uit te sluiten, het jacht lekte een iets. Vervolgens is de opstapper aan boord gebleven en om 23.20 uur is het zeiljacht op sleep genomen door de **Jeanine Parqui** en de **RPA 15** heeft begeleid richting Hoek van Holland. De bemanning van de **P 3** van de waterpolitie gaat onderzoeken hoe deze aanvaring heeft kunnen gebeuren. Om 01.30 uur zijn de betrokken schepen aangemeerd in de Berghaven.

NAVY NEWS

Carrier Carl Vinson to deploy Nov. 30



The aircraft carrier **Carl Vinson**, which aided in the burial of Osama bin Laden last May and hosted a college basketball game on its flight deck earlier this month, will leave San Diego Wednesday on a scheduled deployment.

The 1,092-foot carrier is heading to the western Pacific with the cruiser **Bunker Hill** and the destroyer **Halsey**, ships that are also based in San Diego. The Navy said in a statement that the **Vinson Strike Group** will focus on maritime security operations and theater security cooperations efforts" during the deployment, which will likely last six to seven months.

The **Carl Vinson** air wing will include: the "Fighting Redcocks" of Strike Fighter Squadron (VFA) 22; the "Sunliners" of VFA 81, the "Stingers" of VFA 113; the "First of the Fleet"

of VFA 25; the "Garudas" of Electronic Attack Squadron 134; the "Tigertails" of Carrier Airborne Early Warning Squadron 125; the "Red Lions" of Helicopter Anti-Submarine Squadron 15. **Source : SigonSanDiego**

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Above seen a photo of a "mysterious" **Project 1083.1 Paltus** submarine.

To develop new technical solutions in the field of combat submarines of the new generation, on 16 July 1990 "nuclear deep-water station 1 rank" AS-12 - Research Project 10831 submarine was laid in Severodvinsk. On 26 August 1995 the ship was launched, and in 1997 joined the Northern Fleet, devoid of weapons. The submarine received the designation in the West NORSUB-5, made of titanium alloy and designed for diving depth of more than 1000 m. The Main power plant rated capacity of 15,000 KW, with one reactor and one screw.

These small deep-diving nuclear-powered submarines were probably designed for covert underwater intelligence collection ("research" or "ocean engineering"). Reportedly yet another small submarine intended for special operations on the sea floor, equipped with two manipulators forward. Essentially the Soviet equivalent to the US NR-1. Numbers of exactly how many Paltus class submarines exist are not readily available; indeed, there may well be only a single craft in service.

Paltus is of a similar size to the X-Ray, which is a very small research submarine built at Sudomekh Yard, St Petersburg in 1984. Originally thought to be nuclear-powered. Based in the Northern Fleet and probably associated with deep diving seabed operations associated with an Echo II SSGN. **Paltus** was launched at Sudomekh in April 1991. Also originally thought to be nuclear-powered and is associated in seabed operations with the Yankee Stretch SSAN. The 'Yankee Stretch' conversion probably serves as a "mother ship" for transport and support of these craft.

Bellona reported in 1997 that the Northern Fleet had one active mini-submarine of this class in service called AS-12. According to Bellona it appeared to be generally similar to the **Project 1851 X-Ray**, though slightly larger in dimensions and displacement. Some sources give the Paltus class as **Project 1851**. Source : [globalsecurity](#)



The aircraft carrier **USS George H.W. Bush (CVN 77)** passes under the Friendship Bridge while transiting the Suez Canal. **George H.W. Bush** is supporting maritime security operations and theater security cooperation efforts in the U.S. 6th Fleet area of responsibility. Photo : US Navy

SHIPYARD NEWS

Japanese Ship Orders Rise for First Time in Six Months

Ship orders grew 26.5 percent in October, says Japan Ship Exporters' Association

Japanese export ship orders grew for the first time in six months in October on a year-on-year basis, rising a strong 26.5 percent to 854,570 gross tons, according to the Japan Ship Exporters' Association. The October gross tonnage represents a 3.5-fold increase from September. It is unclear whether the October growth is a sign of the beginning of a long-awaited recovery in Japanese export ship orders or just a temporary blip. Japanese shipbuilders received orders for 21 export ships — 20 bulk carriers and one general cargo vessel — in October. The 21 ships total 398,120 compensated gross tons.

In the first seven months of fiscal 2011, which started in April, Japanese export ship orders totaled 3,937,972 gross tons, down 48.2 percent from the same period last year. Japanese shipbuilders received orders for 107 export ships —

100 bulk carriers, five general cargo vessels and two marine resource research vessels — in the April-October period. The 107 ships total 1,925,868 compensated gross tons. Kazuaki Kama, the Shipbuilders' Association of Japan's chairman, said at a press conference last week that the current situation surrounding the Japanese shipbuilding industry remains difficult, largely because the yen is value at record high levels **Source : The Journal of Commerce Online**

Crewboats designed by Incat Crowther launched by Veecraft

Incat Crowther says two 30m monohull crewboats were launched recently by Veecraft Marine in South Africa. **Perez** and **Deborah** are the first Incat Crowther-designed vessels to be built by Veecraft, and mark a fast-growing relationship between the yard and designer. The vessels will be delivered to C&I Leasing in Nigeria, where they will operate in support of offshore energy installations. They were specifically designed to be robust in operation, with simple systems; in-line with the demands of the region.

Each vessel features a large working deck, protected by guard rails, with available cargo space of nearly 80m². The main passenger cabin features doors forward and aft. There is a toilet and luggage rack aft, and comfortable seats for 30 passengers. The forward cabin doors lead directly to the bow transfer station, protected by handrails, which allows safe, direct transfer to oil rigs. The wheelhouse features both forward and aft control stations with excellent visibility.

Each of the vessels is be powered by 3 Caterpillar C32s producing 1450hp, with propulsion by fixed-pitched propellers. Loaded service speed is 25 knots. "**Perez** and **Deborah** demonstrate Incat Crowther's diversity in product range, and will be joined shortly by a 20m crewboat for the same operator," said the company. **Source : Offshore Shipping Online**

JJ Sietas's insolvency causes DanskeFærger no worries

Hamburg shipyard **JJ Sietas** that are in the process of building a series of three ferries for DanskeFærger, has gone into receivership. It raises, however, no concern in the Danish ferry company. "It is quite dramatic. They have run into difficulties because of earlier problems, and these are now starting to get tidied up," says Per Gullestrup, Chairman of Færger, to maritimedanmark.dk.

"At present there is no indication which means that we have to worry," says Per Gullestrup. The ferry has ordered three ships at the shipyard. The first ferry, originally should have been deployed on the route between Hou and Sælvig - but now instead in service between Spodsbjerg and Tars, has already been delivered, while the last two ferries are being built and expected to be delivered from the shipyard in the first half of 2012.

Sietas, which has 700 employees, went into receivership last week Thursday. Friday said the newly appointed Receiver Berthold Brinkmann, it's his goal to maintain the yard and as many jobs as possible. The five ships are currently being built at the shipyard - including two the Danish ones - must also be completed, said Brinkmann.

Suspension of payments does not affect Norderwerft nor Neuenfelder Maschinenfabrik. The suspension of payments has led to renewed demands from the German Metalworkers. IG Metall, for financial support from the German government the ailing maritime companies in Germany. **Source: Manager Magazin**

Shiprepair yard Arno suffers

French Dunkerque-based ship repair yard Arno has been given until the 31st of January to find a solution for the cash flow problems which have been caused by non payment of debts by bankrupt SeaFrance. The court said in its judgement that the well-filled order book in combination with a positive social climate are important factors to grant a chance. The yard was still waiting for EUR 3,2 million unpaid invoices, from which a large part was linked to the refurbishment works on **SEAFRANCE MOLIERE**. Because of her location Arno has always been THE yard for Channel ferries. The repair yard employs some 180 people. That is without the numerous subcontractors. There is only one other repair yard along the French Atlantic coast: Sobrena in Brest. **Source : La Voix du Nord**

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AVRA'S NORTH ARRIVED IN COATZACOALCOS



AVRA's tug **NORTH** seen arriving in Coatzacoalcos from Claxton Bay (Trinidad) with **Boskalis** owned crane barge "**PACKMAN**" and the pontoon "**ROOK**", which are both to be utilized for a large tunnel project for which the TSHD **CORNELIS ZANEN** (as seen below) is already working a few weeks in the port, whilst approaching the port the TSHD **HAM 316** passed the transport as can be seen above. **Photo's : Jacob Versteeg – North ©**



Technip and Odebrecht receive LoA for Brazilian pipelay projects

The joint venture formed by Technip and Odebrecht Oil & Gas has received a Letter of Award from Petróleo Brasileiro SA (Petrobras) for the charter and operation, during a fixed period of five years, of two identical flexible pipeline installation vessels. The contract is valued at US\$1 billion, with an 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 South Korea. 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. **Source : offshore Shipping online**



The **ACAMAR** seen arriving in Malta – **Photo : Mario Schembri ©**



Saga Tankers sells Saga Unity VLCC

Norwegian company Saga Tankers ASA said the sale of the 2000-built very-large crude carrier (VLCC) **Saga Unity** had been finalised and the ship had been delivered to its new owners, Nordic Business reports. The cash-strapped shipping company will use the overall net proceeds of USD30.5m to reduce its debts. **Source : PortNews**

Port strike causes Christmas retail headache

Workers striking at the Port of Auckland are causing headaches for retailers in the run up to Christmas. Ports of Auckland has received a second strike notice from the Maritime Union.

The second strike will run from Thursday, December 8 to Saturday December 10, on the back of strikes from December 2 to 4. Importers Institution spokesman, Daniel Silva, says the strikes threaten the Auckland and New Zealand retail supply chain in the lead up to Christmas. He says while most retailers already have their stock, those who've left it until the last minute, could be in trouble. Ports of Auckland CEO, Tony Gibson, says the action has the potential to cause substantial delays and add extra cost for shipping lines, exporters and importers. **Source :** NZHerald

End of the road for Stranraer ferry port

A chapter of history closed last Sunday when Stranraer, a ferry port for over a century and a half, saw its final sailings before Stena Line's Belfast service moved to the new Loch Ryan Port last Monday. Stranraer's links with Ireland developed from 1862 and continued to Larne until a move to Belfast during 1995. By then the operation had been taken-over by Stena who latterly used HSS1500 catamaran **STENA VOYAGER** backed-up by conventional ferries **STENA NAVIGATOR** and **STENA CALEDONIA**. **STENA NAVIGATOR**, already sold to Balearia, stood-down last week and was due to begin a delivery voyage to Spain last Thursday, while **STENA CALEDONIA** remained in Stranraer to de-store after a final arrival on Sunday afternoon, leaving **STENA VOYAGER** to close the port with an evening departure to Belfast.

Stena's GBP80m new terminal on the opposite side of Loch Ryan came into operation on Monday morning with **STENA SUPERFAST VIII** arriving from conversion in Poland on Saturday to join sister vessel **STENA SUPERFAST VII**. Together they offer six return sailings a day with crossing times of 2 hours 15 minutes. Loch Ryan Port was officially opened in a ceremony on Friday. **Source :** shippax.se



The **HORIZON** seen arriving in Willemstad (Curacao)

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

West Africa to incorporate first shipping line in Nigeria

West Africa has inched a step towards realising its dream for a sub-regional shipping line. It has incorporated a Special Purpose Vehicle (SPV) known as the Sealink Promotional Company Limited in Nigeria, The Nation reports. To ensure the successful operation of the SPV before it dove-tails into the shipping line, the Federation of West African Chambers of Commerce and Industries (FEWACCI) over the weekend approached the Economic Community of West African

States (ECOWAS) for a grant of \$1.5 million. The leader of the FEWACCI and immediate past president of the Ghana National Chamber of Commerce and Industries Mr Wilson Krofor told the ECOWAS President that if the sub-regional body provides the US\$1.5 million grant ECOWAS could have a representative on the board of the SPV and shipping line if it so desires. The SPV (which is a promotional company)- Sealink Promotional Company Limited - RC 992642 has been incorporated under the Companies and Allied Matters Act 1990 of Nigeria, the shares of the promotional SPV is nominally held by FEWACCI—representing ECOWAS' private sector, Transimex Integrated Logistics Providers – representing Central Africa's private sector. Mr Wilson Krofor while making the appeal noted that investors in the SPV can convert their investment into the equity of the shipping line at agreed rates stressing that FEWACCI wants "the project to be an ECOWAS project and there was need to demonstrate that ECOWAS can do it," the \$1.5 million grant he said will put the sealink project on a sound footing.

Before the incorporation of the SPV in Nigeria a couple of weeks ago the Nigeria Export Import Bank (NEXIM) had supported the initiative with \$250,000 which the FEWACCI will manage and run until it transforms into the shipping line. \$60 million is required for the three ships that the shipping line will commence business with and this is to be financed by shareholders. Three Major Market Segments have been identified as the routing strategy: these are Freetown-Conakry-Bissau-Banjul-Dakar (Combined freight and passenger cabotage); Cotonou-Calabar-Douala-Libreville (Combined freight and passenger cabotage); and Libreville-Dakar (Freight Only – major ports in range) The total project cost is estimated at \$60 million with \$36 million to be utilised to purchase vessels, equipment, office space and other infrastructure, while \$24 million will be for working capital to cover general and administrative expenses. The project would be funded through equity (\$36 million) and debt financing (\$24 million). Responding, ECOWAS President Ambassador Victor Gbeho assured the FEWACCI of the body's support for the project "because it is an ECOWAS initiative and it is also in line with the integration agenda of ECOWAS." ECOWAS he said "wants to refocus ECOWAS from ECOWAS of states to ECOWAS of people by generally doing things together, so as to develop fast. By supporting the sealink initiative, ECOWAS intention he pointed out "is not to develop one or two countries but to develop all ECOWAS countries."

ECOWAS President Ambassador Victor Gbeho urged FEWACCI "to leave politicians far behind because enterprises run by governments in the first half of the century did not do well this is an opportunity for the business community to turn things around for the better. He assured the members of the chambers of commerce and industries that he would "talk to political leaders to key into sealink and will respond to the request for the US\$1.5 million as soon as ECOWAS governments get the formal request." The ECOWAS he said has agreed to improve marine business in the sub region stressing that West Africa "cannot achieve integration unless we can move goods and compete favourably with developed economies. He lamented the over centralization of power in the hands of politicians which he said is the bane of economic development in West Africa. **Source : PortNews**



Not only the **ALPHONSE LETZER** went for scrap, above seen another famous vessel, the TSHD **CORNELIA**, a Boskalis dredger, which the last years was seen operating in the port of Rotterdam, making sure the required waterdepth was maintained.

Above the dredger is seen at **Hoondert** in Vlissingen where the vessel is dismantled

Photo : Jan-pieter Steunebrink ©





Leerling Proces Operators

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Stena's Fishguard to Rosslare fast ferry service cut

The Fishguard to Rosslare fast ferry service will not be returning to service in the summer, it has been announced. Stena Line has sold its **Lynx III** fastcraft but confirmed the twice-daily superferry service would continue. A spokesperson said the **Stena Europe** Superferry service had benefited from a £1m refit in 2010. Stena has already announced a cut in its fast ferry service between Holyhead and Dun Laoghaire. The route from the north Wales port is now a seasonal service. The company back in August blamed rising operational costs for the decision, which affected 88 staff. Stena's two traditional ferries are still running from Holyhead as an all-year round service.

Earlier this month, sailings of the Swansea to Cork ferry were cancelled. Operator Fastnet Line then said it was attempting to restructure its business with a view to resuming sailings in April 2012. Last month, plans were revealed to develop the ferry port in Fishguard. Investment firm, Conygar, said it was working with Stena Line to seek consent for a marina, housing and a new promenade. The partners are also behind plans for the waterfront at Holyhead on Anglesey. **Source : BBC**

Team Visayas gets stranded after Marina holds Super Ferry ships

AFTER winning the Perpetual trophy of the Milo Little Olympics National Finals by virtue of its third straight title, Team Visayas was full of spirit leaving Pangasinan last Monday. But whatever excitement the athletes had fizzled as the champion athletes were made to thaw out at the pier of Super Ferry after they were made to wait for hours before finally getting the go signal to depart.

Exhausted from the games and the six-hour trip from Pangasinan to Manila, the athletes stayed for more than 18 hours at the pier when Super Ferry's boats were suspended by the Marina Sunday night. Reportedly, one of **Super Ferry's** boats figured in an accident where it collided with a fishing vessel in Gen. Santos City. Because of this, the ship that the 300 athletes were supposed to board for Cebu, was also affected.

"I was alarmed when I learned that the trip might be delayed. But I just never expected it to be this delayed. We are responsible for all these 300 athletes and we are concerned for their safety," said delegation head Ricky Ballesteros.

The delegation left Pangasinan at noon and arrived in Manila at around 6 p.m. last Monday. They only left for Cebu at 1:30 p.m. Tuesday. They arrived in Cebu Wednesday.

"Since this was something we had no control over, when we learned that there will be a delay, I called up Super Ferry to make sure the athletes will be cared for. I demanded the management to meet the delegation and make sure the athletes will be comfortable while waiting," said Ballesteros. The athletes were cramped in one area of Pier 15, where they were served food.

Most, if not all, of these athletes will be leaving in a few days for the Central Visayas Regional Athletic Association (Cvira) in Bohol. Ballesteros said the long way home won't affect the athletes' performance in the Cvira since there is still time for them to recuperate before leaving for Bohol. "There are some leaving on the 25th just to get used to the playing venues but the event starts on the 28th yet, so there is time to rest," said Ballesteros. "The athletes are trying to entertain themselves. Others are relaxing while waiting for the time of departure. Pero lagsik ra man ang mga bata, pwera buyag. Wala ra'y problema," said table tennis coach Jessica Jawad-Honoridez **Source : Sun Star**

OLDIE – FROM THE SHOEBOX



February 1990 Persian Gulf. U.S. product tanker "**Surf City**" on fire, loaded with 90.000 mt naphtha and gas oil. The fire was extinguished after 12 days. The "**Surf City**" and approximately 60.000 mt of the cargo was salvaged. After transshipment of the remaining cargo the vessel was repaired. On the photo below from left to right; "**Smit New York**", "**Striker**" (K.O.T.C. tug) and "**Imsalv Lion**" (former "**Pacific**" of Bugsier). The **Surf City** was among 11 Kuwaiti tankers of the K.O.T.C. given U.S. flag in 1987 so the U.S Navy could protect them from Iran, which had made Kuwait's merchant fleet a target because it supported Iraq in the war. **Photo's : Capt Kees Pronk ©**



For more info about the accident:

<http://www.nautinst.org/en/Publications/mars/database.cfm/surfcity>

For more photo's:

<https://picasaweb.google.com/pronk.c/1990SurfCity?authuser=0&authkey=Gv1sRgCMLdqt-3ns3eJA&feat=directlink>

.... PHOTO OF THE DAY



Svitzer - COESS ocean going tugs **DE HONG** and **DE ZHOU** establishing a towing connection to **SSDR ENSCO 8503** offshore French Guyana to start towing to GOM - Photo : Svitzer – COESS ©

BOEKBESPREKING

Door : Frank NEYTS

"Binnenvaart 2012"

Ook dit jaar pakt Uitgeverij De Alk uit met een nieuwe editie van het standaardwerk "**Binnenvaart 2012**". Het jaarboek werd samengesteld door W. Van Heck en A.M. Van Zanten. In 560 pagina's brengt de publicatie een diepgaand overzicht van alles wat reilt en zeilt in de binnenvaart van de lage landen. Rederijen, scheepswerven, overheidsdiensten, noem maar op, alles wat er op het vlak van binnenvaart 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 dit buitengewoon interessant en volledige boek aan bod komt. Een dikke aanrader dus voor iedereen die in het vakgebied actief is of voor wie van schepen houdt. Bovendien is het boek rijkelijk geïllustreerd met tientallen prachtige (meestal nooit eerder geziene) kleurenfoto's.

"**Binnenvaart 2012**" (ISBN 978-90-6013-371-2) telt 560 pagina's. Het boek 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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