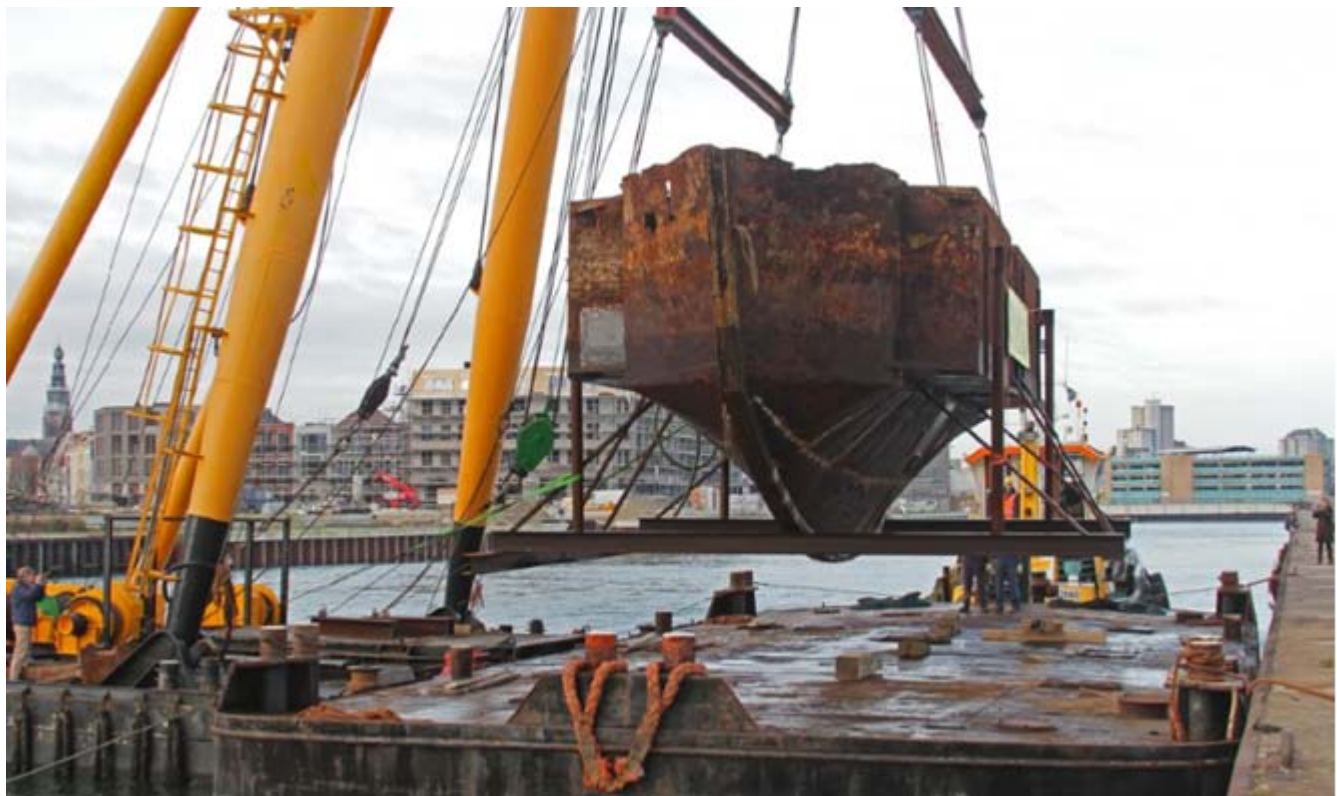




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Op de 29ste November, werd de schipdeur van het Dokje van Perry van de kade getild en op de bak Ram gezet. Deze deur gaat naar het Sloe om te worden gestraald en gerestaureerd. De oplettende lezers weten dat het Dokje van Perry wordt gerestaureerd in -ongeveer- de originele staat. Voorzover nog is na te gaan hoe die staat was... Betrokken bij deze operatie -uitgevoerd door vd Straaten uit Hansweert- waren de bok Delta, het ponton Ram en de slepers Adrianus en Tuimelaar. De ponton met de deur ligt nu nog in de Dokhaven, maar zal later -ongetwijfeld- naar het Sloe vertrekken. Photo : Willem Kruit ©

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The **PRIMORSKY PROSPECT** seen outbound at the Westerscheldt river – Photo : Henk de Winde ©

Back Onboard

It has been nearly 15 years since Liberia lost her seat on the Council of the International Maritime Organization (IMO). That all ended on Friday, November 25, 2011, when 107 of the 155 certified voting Member States of the IMO, voted Liberia back on to the Council (the IMO comprises 170 Member States). This marks a historic milestone in the Country's drive to take its rightful place in the International Maritime Community.


The Council is the Executive Organ of IMO and is responsible, under the Assembly, for supervising the work of the Organization. Between sessions of the Assembly, the Council performs all the functions of the Assembly, except the function of making recommendations to Governments on Maritime Safety and Pollution Prevention which is reserved for the Assembly by Article 15(j) of the Convention. Other functions of the Council are to: (a) Co-ordinate the activities of the organs of the Organization; (b) consider the draft work program and budget estimates of the Organization and submit them to the Assembly; (c) receive reports and proposals of the Committees and other organs and submit them to the Assembly and Member States, with comments and recommendations as appropriate; (d) appoint the Secretary-General, subject to the approval of the Assembly; (e) enter into agreements or arrangements concerning the relationship of the IMO with other organizations, subject to approval by the Assembly.

It must also be noted that earlier last week, on Wednesday, November 23, 2011, Hon. Kesselly was elected 2nd Vice Chairman for Committee #1 of the IMO Assembly.

These successes follow nearly two years of campaigning with countries at the UN, the AU, EU and ECOWAS regions, as well as other individual countries such as the USA, UK, China, Japan, and others. This campaign saw the Commissioner of the Liberia Maritime Authority, Hon. Kesselly presenting two different speeches, at the opening on November 21st and before the vote casting Friday, November 25, 2011. See pages 4&5 for speeches. In the speeches, Hon. Kesselly outlined Liberia's role and achievements in the IMO and the international shipping world and the need for Liberia to be accorded its rightful place in the IMO. **Source : ShipTalk**





The **BRO GARLAND** seen enroute Amsterdam - **Photo : Hans Blomvliet ©**




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Seafrance mediation fails....

The mediator appointed in the case SeaFrance, whose traffic in the Channel has been interrupted since November 15, failed Monday to agree administrators and unions are calling for a resumption of crossings, it was learned from counsel them. "There will not agree to mediation. Clarifications (by the directors, Ed) to what was considered unacceptable Friday make any agreement," said Mr Philip Brown, a lawyer for the CFDT, which proposes to take society through a workers' cooperative. The agreement was, according to the Ministry of Transport, achieve a technical review of the

four ships of the ferry operator between Dover and Calais by 12 December, when they could go back to sea. Management had decided to stop traffic on November 15. This decision, motivated by security concerns while some trade unionists threatened to sink ships, was renewed by the receivers after SeaFrance was placed in liquidation.

"This is a great disappointment, it was thought to be constructive on this issue, appease each other by showing that all had to turn to the workers' cooperative, or clearly that nobody cares," lamented Mr Brown. The Commercial Court of Paris on November 16 gave the judicial liquidation of SeaFrance, a subsidiary of SNCF severely deficient, with activity continuing until January 28. New takeover bids may be submitted by December 12. Ms. Brown had assigned administrators SeaFrance in chambers to demand the resumption of sailings. The judge of the court in Paris on November 22 appointed a mediator who had to find an amicable solution by December 2. If necessary, the judge planned to issue an order on the issue, December 6. "We will prevent the judge from the failure of mediation to an injunction as soon as possible to put an end to attacks on freedom of labor, which is a constitutional principle," said the lawyer. Much of the 880 permanent employees continue in effect to hold the ship, saying they are unjustly deprived of work. "As it failed, we will ask the judge to reduce the time, it is useless to wait," added Ms. Brown. "We are disappointed and disgusted to see that the destruction of SeaFrance continue", for his part, commented Didier Cappelle, Secretary General Maritime North. "That said, even if the mediation had been signed, it would not have arranged everything, there's always hope," he added. "We will now take stock between good and bad news," he said, confirming that the former managing director of Brittany Ferries, Jean-Michel Giguët, had agreed to lead the Scop if it was born. **Source : lexxpress**



Last Tuesday the newbuilding workvessel **ZWERVER III** of **HvS Dredging Support BV** from Harlingen passed the Breediep enroute the Heerema location to conduct bollard pull tests, the **ZWERVER III** is built at the Kooiman Shipyard in Zwijndrecht (The Netherlands) - **Photo : Jan Oosterboer ©**

Mideast crude tanker earnings fall, rally fades

Crude oil tanker earnings on the major Middle East route fell further on Monday as slower cargo bookings and a growing ship glut weighed, taking further steam out of a recent rally that saw rates soar to their highest in eight months. Tanker players said the outlook remained challenging with downside risks for the sector given global economy worries and more tankers still to hit the global fleet which had been ordered when times were good.

The world's benchmark VLCC export route from the Middle East Gulf (MEG) to Japan DFRT-ME-JAP reached W59.43 in the worldscale measure of freight rates, or \$14,903 a day when translated into average earnings, from W60.52 or \$16,149 day on Friday and W67.37 or \$23,246 a day last Monday. They peaked last Tuesday at \$27,271 a day which was the highest since mid-March. "The spike in the VLCC market is over and the market seems softer. On Friday, there were 83 VLCCs available to load in the MEG the next 30 days, up from 64 the week before," Pareto Securities said on

Monday. Average earnings per day are calculated after a vessel covers its voyage costs such as bunker fuel and port fees. VLCC operating costs, including financial costs, are estimated at around \$10,000 a day. They pushed above the operating cost level on Nov. 11 for the first time since June 24.

"A couple of fixtures has been concluded just below W60 and the market has a further soft feel to it and we think owners have re-assessed their ideas once more," broker P.F. Bassoe said. Rates had turned positive on Oct. 20 for the first time since Aug. 25 but have remained erratic. "In our opinion, it is too early to call an end to firming VLCC rates, and could trend higher into Q1," Deutsche Bank said. Average VLCC earnings turned negative on Aug. 1 for the first time since the Baltic Exchange started collating the data in 2008. They have been in positive territory for only 33 out of a total of 85 sessions since then. "It doesn't take much to unsettle owners' confidence when the global fleet is about 20 percent above what is actually required," said broker Braemar Seascope. Frontline, the tanker industry's top independent player, warned last week it would need to restructure to survive tough times, and said the wider sector was teetering on the brink as it battled overcapacity and weak demand. VLCC rates from the Gulf to the United States DFRT-ME-USG were at W38.14 from W40.00 on Friday and W43.83 last Monday. Rates for suezmax tankers on the Black Sea to Med route reached W76.63 or \$6,996 a day from W75.83 or \$6,793 a day on Friday and W75.54 or \$5,536 a day last Monday. "Suezmaxes also couldn't muster sufficient ammunition to blast their way out of their box, and rates moved little ... with even a spell of bad weather failing to have a positive impact. Little early rate change likely," broker E.A. Gibson said. **Source: Reuters**



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Somalis in Gujarat jails are not pirates, claims envoy

Somali Ambassador Ebyan Mahamed Salah to India believes that the Somalis caught along the Gujarat coast are not pirates. According to her, they are more likely to be fishermen who had lost their way and were found on the Gujarat seas. Salah added that her government was considering talks with the Indian government for the release of detained men. "They did not possess any weapon or other things that proves them to be pirates," she told TOI, during a conference at the Gujarat National Law University. "We don't want our nationals to be a burden on any other country. We would prefer to take them back to Somalia," she said.

The conference organized by GNLU, which discussed sea piracy, saw participation from around 35 countries and delegates from international organizations such as European Union (EU), International Maritime Organization (IMO), North Atlantic Treaty Organization (NATO), UN CGPS Working Group and United Nations Office on Drugs & Crimes (UNODC). Two batches of African nationals were caught along the Gujarat coast on June 20 and 27. Of these 32 were Somalis and suspected to be pirates. There are more than 100 Somalis languishing in India, all of them caught by the Indian Navy. On Saturday, Salah insisted that the Somali government will not only crack down on piracy in different ways but also put into place an anti-piracy law next year. Speaking at a conference she said the Somali government will introduce a "national security and stabilization plan" from January 2012. Through this plan, Somalia will employ marine police and coast guards to put a check on piracy. Salah also said her government will be tracking the hawala system of money transfer to understand the roots of operation of the pirates and see if they are channeling ransom money to terror organizations. "The hawala system of money transfer has been a problem in tackling the issue of sea

pirates." When asked about the connection of pirates with Al-Shabab, a militant Islamist group from Somalia, Salah said that it could not be established yet. She said "The cheapest and best way to stop sea piracy is to stop paying ransom." While many delegates agreed that the gravity of the issue lies in the absence of international maritime law other delegates also suggested withdrawal of warships deployed to combat piracy in the sea. Director of ICWA Delhi, Vijay Sakhuja said, "Excessive use of force has resulted in escalation of violence. A total of 2 dozen warships are deployed but the threat has not come down. We should adopt anti-piracy measures by deploying coast guards and marine police. Only a couple of warships could be deployed for emergency situations." **Source: TNN**

Mammoet brand new PTC200DS on the move



Mariëlle Karsoem - Line Manager South America East Coast (SAEC) - Mediterranean Shipping Company (Nederland)

Bas Schipper - Shipping Officer - Mammoet Logistics B.V.

Marc van Haaren - Sales Manager export outside Sales - Mediterranean Shipping Company (Nederland)



The first new **Mammoet PTC200DS crane** has been shipped to it's first project. This is the first of a serie new generation PTC super heavy lift cranes. The fully containerised crane has a capacity of max 3.200 mtons or 200.000 ton meters. In the current setup the crane consists of 24 x 20ft and 198 x 40ft containers, with a total weight of 6.125 mtons. The crane was loaded on two barges from the **Mammoet**

Terminal in Westdorpe and was first shipped to Antwerp. From there the containers were transhipped on board of the **MSC Antares** which left Antwerp on the 29th of November in the early am. The first job will be in Rio Grande, Brasil where it will arrive by the end of December. **Photo's : Bas Schipper ©**



Vroon's **OIL EXPRESS** is renamed in **ESL EXPRESS** – Photo : Joop Marechal ©

Dry bulk market begins week on higher note

Contrary to what had been the case during the past few weeks, this one began on a high note for the dry bulk market, with the Capesize sector pulling higher and the BDI (Baltic Dry Index) ending up by 0.11% to 1,809 points. As mentioned, Capesizes edged forward to rise by 1.12% to 3,083 points (Baltic Capesize Index), bringing the average daily rate up to \$26,196. By contrast, the Panamax market balanced out – in a large part – this increase, with the Panamax Index falling by 1.34% to 1,770 points. Similarly, Handysizes have kept on being weak, with the relative index standing now at just 664 points, shedding an additional 0.63%. In its latest weekly report, Paris-based shipbroker Barry Rogliano Salles (BRS) said that the Capesize market in the Atlantic stayed pretty firm last week with transatlantic rounds being fixed in the high twenties. « Sentiment was less optimistic towards the end of the week. There were a few Fronthaulls from Saint Laurent, also fixed at firm levels, which kept the Atlantic market reasonably with TC equivalents hovering around the US\$50,000 mark. On the Pacific front, the market was a bit less active and Pacific rounds were negotiated in the low/very low twenties time charter equivalent. West Austr-r/v were being fixed at 10.80 level for December lifting and for prompt requirements, rates reported were closer to US\$12 pmt mark. South African Iron ore stems into China were reported being fixed in the mid-high US\$19's pmt.

For South African Coal into China, the activity was slow as the Chinese stockpiles figures are on the high side. There was also some short period activity with large 180,000t units being fixed in the US\$17,500/ 18,000 for a year and roughly same levels for short period» said BRS in its report. Meanwhile, on the Panamax front, the shipbroker noted that «it was a fairly lackluster week all in all with the Panamax 4TC closing at US\$14,431, coming off just a touch - US\$109/day w-o-w. We saw a marginal drop of US\$56/day in the Atlantic w-o-w and US\$695 in the Pacific whilst FH nudged up US\$568/day. Even though tonnage remained tight the Atlantic took a downturn as negative sentiment prevailed due to a clear lack of fresh cargoes entering the market and limited fixing taking place. The FH remained steady over the front end of the week with a few fixtures being reported including a 2001 built Panamax at US\$27,000, which equated to a BPI equivalent of about US\$28,300, however by end of the week the momentum of the past weeks had eased. The Pacific softened throughout the week as open tonnage climbed on top of limited cargoes in the market placing further downward pressure. Future prices also declined over the week with modest volumes prevalent overall. December and Q1 contracts lost 1.7% and 2.5% respectively, while Cal12 fell away 3.5% w-o-w. The period market remained steady however relatively inactive with very few reported fixtures. 3-5 months was done at US\$12,500 levels and 4-6 months was close to US\$14,000» said BRS. Finally, on the smaller ship sizes of the Supramax/Handy markets, the report mentioned that «the general impression was that the epidemic on rates in the East was fast drifting towards the Atlantic. This was slightly noticed in the ECSA market where a 58,000t spot achieved abt US\$14,000 +BB from Ecsa to the continent while a similar size got US\$12,000 from west Africa to the

Black Sea. The US Gulf still maintained strong levels for vessels willing to go East as a 58,000t got about US\$32,500 and a 52,000t saw abt 27,000 to the East Med. The Far East Market still witnessing a bottomless pit with modern ships going for a barely US\$8,500 for an indo –China and same numbers was seen for indo-India trips. So far not that much improvement in the market to bring back the smile on owners faces. The Market still remain pretty much unattractive for the smaller sizes as a 30,000t went at US\$6,000 for a Singapore-West Africa trip. An Imabari 28 went at US\$5,000 for a Pacific round trip. The US Gulf a consoling Zone for the owners as we noticed an 34,000t going at abt US\$19,000 for a trip to the continent and similar size saw US\$16,000 for continent west Africa voyage. Some owners manage to hide from the cyclones faced in the spot market and gave out their ships for period which how ever paid significant premium over the spot market. A 53,000t went at US\$12,500 for a 3-5 months period and similar number for a 56,000t that was fixed at about US\$12,000 for a 4-6 months period. It was even more lower for the smaller sizes with a spot modern 33,000t going at about US\$7,800 for 4-6 months period» concluded BRS. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

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NAVY NEWS

Australian Navy submarine crew's sacrifices go deep

SOMEWHERE beneath the wild seas of the Great Australian Bight, 50 Australian Navy submariners are heading home to their HMAS Stirling base in Western Australia after seven weeks in eastern waters.

Under the command of 22-year submarine veteran Commander Jason Cupples, the Collins-class boat HMAS Dechaineux will spend about 10 days cruising hundreds of metres below the surface before it sees the sun again off the WA coast near Rockingham. The Courier-Mail spent a day on board Dechaineux off Jervis Bay on the NSW south coast last Friday to witness the capability of one of the nation's key strategic weapons.

While the "dud subs" Collins project has been dogged by controversy, when they are operating properly, the boats are among the most lethal and stealthy conventional diesel/electric-powered subs in the world. **Dechaineux** has spent 320 days at sea and covered 50,000km during the past two years, meeting the key strategic goals of Australia's subs - range and endurance. "These are good boats, but remember they are 3500 tonnes of steel operating underwater in a

very unforgiving environment," Commander Cupples said. It is a bizarre feeling for a land lover to be diving from 60m to 200m at 20 degrees, nose down inside a large steel tube and then rising immediately at the same angle. A steep, banking turn provides a sensation similar to an aircraft without the turbulence as it executes what is known in the trade as "angles and dangles".

After simulated fire and propulsion failure drills, the control room in the centre of the boat bursts into action as the Dechaineux simulates an attack on a merchant ship. Commander Cupples barks orders that are immediately repeated and obeyed as he prepares to "kill" the ship steaming south down the NSW coast. This is where it becomes just like the movies. The captain peers into the attack periscope as he plots the target's course and monitors the surrounding waters for innocent bystanders, such as fishing boats.

Once he is happy with the solution provided by his warfare specialists, he orders "fire one tube". The boat's pressure changes as the simulated Mark 48 torpedo is propelled out through a forward torpedo door. A second weapon is "fired" for good measure and the merchant ship is "dead". The sacrifices made by submariners extend way beyond personal space, fresh air and crisp garden salads.

They are away from their families for months and during one year when his two sons (now aged 18 and 16) were just eight and 10, Commander Cupples spent just six weeks at home. **Source : Couriermail**

Iran to increase intl. naval missions

Rear Admiral Habibollah Sayyari Navy Commander **Rear Admiral Habibollah Sayyari announces Iran's plans to increase its presence in international waters.**

He said Iranian submarines will remain in international waters and their missions will continue, IRNA reported on Monday. Rear Admiral Sayyari said it is Iran's right to be present in these waters like any other nation. In June Iran's Navy deployed the Younes submarine in the Red Sea for the first time to join the countries operating in international waters.

According to Sayyari, three domestically-built Ghadir submarines also joined Iran's naval fleet this week. The Iranian fleet currently has 11 Ghadir submarines in service. Iranian naval forces are conducting active patrols in international waters, the Gulf of Aden, the Red Sea region and the Indian Ocean. Iran has made important breakthroughs in its defense sector and attained self-sufficiency in producing important military equipment and systems over the past years. **Source : PressTV**

Historic war ship to be restored on Gold Coast

In the 1980s 'The Krawarree' was used as a cruise boat on the Gold Coast. It will now be restored to honour its original role as an Army Hospital ship during WWII.



The '**AH Krawarree**' (known as AH 1733) was one of five boats built and used during World War II as an Army Hospital ship. It served in Papua New Guinea to evacuate casualties to awaiting hospital ships, carrying 33 stretchers, an emergency operating table below deck, two nurses, a doctor, and 12 crew.

The **Krawarree Project Inc** is a non-profit community group established to manage the restoration of the ship. The group's President, John Freeman, says the boat's sole purpose was to be an 'ambulance of the sea'. "All five boats that were built had a very shallow draft (hull) and obviously they were intended to go out to shallow rivers and shallow bays, and of particular interest it has a boom

at the back attached to the mast. This boom would swing out with a stretcher, which would you believe, put injured soldiers on a stretcher, and lowered them down to an operating table," John says.

"They used to also actually bank-up injured soldier's stretchers on the inside of the hull, up to 30 injured personnel, and transfer them to a hospital ship or to a safer location." The ship is the only one left of the five that were built in Tasmania in 1944. Tasmanian Huon pine logs were used to build the 80-foot vessel, felled in the Upper Franklin Mountains and floated down the Franklin River. "She's beautiful, you just don't see any of this wood anymore, it's impossible to get," says John. "It's just an absolutely glorious wood for sea vessels, it is top of the range." The

Krawarree has been in dry dock at the Gold Coast Marina for over a year, but yesterday was moved from the Coomera marina to the grounds of the South Coast Restoration Society in Heritage Park, Pimpama. Here it will undergo restoration, to be overseen by John and The Krawarree Project Inc. John says that once restored and re-commissioned the vessel will be used as an educational tool for school groups, as well as a meeting place for ex-servicemen and other community groups. "She's a great boat and she's well worth having a look at," says John. "It's something we're looking at really presenting to the public as it's an absolute marvel." **Source : ABC Gold Coast**

SHIPYARD NEWS

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The LNG tanker **KHANNUR** seen moored in Singapore during conversion works – **Photo : Piet Sinke ©**

Drydocks World \$2.2b debt restructuring deal faces risks

A potential \$2.2 billion (Dh8 billion) debt restructuring for Drydocks World, the shipbuilding arm of Dubai World, is seen facing tough headwinds with the presence of hedge funds and other issues seen threatening an amicable deal, Reuters reports. Drydocks has set up a committee to thresh out an agreement for the restructuring of its \$2.2 billion debt pile. The firm missed a payment deadline for a \$1.7 billion three-year loan facility that it took in October 2008. It also has another five-year \$500 million facility on the restructuring table, but a potential debt accord may be hampered with a large portion of the loans getting offloaded by banks to hedge funds in secondary market deals. The loans last exchanged hands at 49 cents to the dollar in September, one secondary market loans trader said. "Some of the lending bank consortium members have sold the loans to international hedge funds ... This will make an amicable

restructuring deal difficult for the company," said Suketu Sanghvi, head of structuring and investments at Essdar Capital in Dubai.

"The international hedge funds are unlike the commercial banks or regionally based fund managers. These funds do not invest for long-term relationships and are usually not concerned about reputation risks associated from dealing with distressed borrowers or their governments through litigation routes." Bookrunners in the 15-lender syndicate were BNP Paribas, HSBC Mashreq, Standard Chartered and Lloyds TSB among others. "We are working with all our lenders across the board and hopefully we can come up with a solution. We are in serious discussions and we are committed to completing the restructuring in a fair manner," Khamis Juma Bu Amim, chairman of Drydocks World, told Reuters yesterday. He said the restructuring could be completed as early as the first quarter of 2012. The restructuring has dragged on for months after the company said earlier it expected to complete the deal by end of April and had agreed on headline terms with banks. Government-related and private companies in the region have so far avoided restructuring by agreeing with creditors to extend maturities — a practice labelled "extend and pretend" by some bankers. This method has helped banks avoid billions of dollars in writedowns and enabled companies to avoid the embarrassment of a debt restructuring. But with hedge funds coming into the picture, demands may get even more stringent, bankers say. "[Hedge funds] are not interested in sipping coffee at the [Dubai International Financial Centre] and hoping for repayment six years later. They are likely to force asset sales and timely repayments," one Dubai-based banking source familiar with debt restructurings in the region said, speaking on condition of anonymity. One New York-based distressed debt investor, Monarch Alternative Capital, has sued Drydocks in a London court seeking claims of \$45.5 million.

"It is regrettable that this one lender decided for unclear reasons to take legal action. The company is reviewing its options and no doubt it will defend the case," Drydocks said in a statement in October. A potential restructuring poses big challenges for Drydocks World, which is seen as a non-core asset by the Dubai government and is unlikely to receive any support. Parent Dubai World has itself restructured \$25 billion in debt, pushing back repayment to between five and eight years. Drydocks World was not included in its restructuring. When asked if the company was looking at the sale of assets for repayment, Bu Amim said: "We are looking into strategic profiling of different assets but this is regular business," adding there had been no specific discussions on asset sales. **Source : PortNews**



SAIPem's **CASTORONE** seen outfitting in Singapore – **Photo : Piet Sinke ©**

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SeaZip Offshore Service signs contract for 2 Damen Twin Axes for offshore wind farm maintenance



Damen Shipyards and **SeaZip Offshore Service** will sign a contract at the EWEA conference (14:30 hrs, stand 11020, Amsterdam, The Netherlands,). SeaZip has ordered two Fast Crew Suppliers of the 2610-type. The first ever FCS 2610 was delivered early 2011 and offers reduced peak accelerations of up to 75%, reduced added resistance in waves of up to 60% and has already transferred

maintenance crew to turbines in wave heights of 1.9 m.

Jan Reier Arends, one of Seazip's Managing Directors, will sign the contract with Roel van Eijle, Sales Manager Benelux, on the first day of the 2011 Offshore conference of the European Wind Energy Association. The vessels will be built at Damen Shipyards Singapore and delivery is set for the third quarter of 2012.

Safe access to offshore sites

Offshore wind is rapidly becoming a highly specialized field in offshore operations. As the need for specialized services grows, there's a need for fit-for-purpose service vessels. That's why Mr Arends and Mr Sander Schakelaar, managing owners of the established (container) transport company JR Shipping, founded SeaZip Offshore Service in 2010. SeaZip will draw on the 18 years of experience and services of JR Shipping, including vessel development and management.

The two entrepreneurs have a clear goal: to provide service vessels for fast and safe access to offshore sites. In their effort to deliver "outstanding and safe performance in even the most challenging of circumstances" (SeaZip's mission statement), they teamed-up with



Damen Shipyards. The FCS 2610, already in use at offshore wind farms, matched Seazip's requirements as to safety, transport capacity, comfort, and performance levels in harsh weather conditions.

Another argument is that offshore wind farms are being built at ever-increasing distances from the shore, impairing continuity in operations and maintenance. The FCS 2610 can overcome these challenges as it has a range over 1000 nm, a 20,000 litre fuel tank (for sailing and transferring purposes) and there's accommodation for 4 crew and 12 industrial personnel. According to Mr Arends the Twin Axe catamaran is "an excellent design, especially for staying out at sea for longer periods, while not compromising crew comfort." **Source : Damen**

Shipping Company Groen orders two Seismic Research Support Vessels with Maaskant Shipyards



Dutch Shipping Company Groen has ordered two Seismic Research & Support Vessels (SRSV's) with **Maaskant Shipyards Stellendam** (Netherlands), part of the **Damen Shipyards Group**. Maaskant has broad experience in maintenance and repair of Offshore Support Vessels. However, an order for SRSV-newbuilds is a first. Director Frits van Dongen says: "The Groen orders are a result of our approach towards offshore vessel design and construction and we are very proud indeed."

The vessels have been designed in cooperation with Saltwater Engineering (Netherlands) to meet the needs and experiences of **Shipping Company Groen**. The vessels' all-weather chase and support tasks will focus on seismic activity research.

Characteristics

Both SRSV's will be 40 m long with a 9.30 m beam. Two Caterpillar

propulsion units of in total 1940kw (2640pk) will give the vessels a design speed of 14 knots. They can be deployed worldwide and have accommodation for 14 people.

Maaskant Shipyards serves dozens of ships, often owned and operated by long-time clients. The shipyard handles maintenance and repair of Offshore Support Vessels, Fishing Vessels, Guard Vessels and Standby Vessels. Recently, a 44 m beam-trawler fishing vessel, built by Maaskant in 1994, was converted to an OSV. The new seismic research support vessels will be delivered in the first quarter of 2013.

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The **NOORDHOEK PATHFINDER** seen in IJmuiden - Photo : Marcel Coster ©

Pelindo II plans 500% fee hike for container storage

Indonesian port operator Pelindo II will increase container storage charges by up to 500% at Tanjung Priok in Jakarta. "We will enforce this regulation because the process of loading and unloading containers in Tanjung Priok is now taking much longer than before. This is a penalty for errant business people," said Richard Joost Lino, president director at Pelindo II.

The current storage fee is IDR20,730 (\$2.28) per container per night and a progressive rate will be imposed on containers that stay for more than three nights. Due to growing container traffic at the port, the average time needed to unload a container from a ship and take it out of the port has increased to six days from 5.5 days last year, according to Lino. He added that the same process only required an average of three days in Japan and Malaysia, and one day in the US. The new container storage charges are expected to be effective from this week. Natsir Mansyur, vice chairman for trade, distribution and logistics at Indonesian Chamber of Commerce and Industry, said the 500%

increase was too much as businesses would be forced to raise the price of goods and consumers would have to carry the burden. **Source : Seatrade Asia**



Seen in the Norwegian port of Bergen the **C PACER**, with the background the **EDDA FREYA** , and on the left the **BB Worker** and the **BB Server** with the Havilla Mars seen departing in the background - **Photo : Ton Nahuijsen ©**

Kuwait sea transport secures 90 pct of transport of commercial goods

Kuwait's sea transport sector secures 90 percent of transport of commercial goods, crude oil, byproducts and cattle, a senior Kuwaiti official said here Friday, KUNA reports. Addressing the 27th session of the general assembly of the International Maritime Organization, Undersecretary of the Kuwaiti Ministry of Communications Abdelmohsen Al-Mazidi said Kuwait has a sophisticated sea commercial fleet that includes 350 tankers with total load of 2.5 million tons.

Kuwait also enjoys a group of developed seaports that received over 6.6 million tons last year, he said. Kuwait has prioritized the sector of sea transport and logistic services as a key sector to be included in medium and long-term development plans, he added. The Kuwaiti government has earmarked USD 35 billion for building a new port and developing the infrastructure of sea transport, Al-Mazidi noted.

Kuwait observes all agreements of the International Maritime Organization, he said, calling for applying the organization's goals, especially in the field of maritime navigation safety and quality. As for sea environment protection, the Kuwaiti official said Kuwait signed a GCC memo of understanding in Riyadh in 2004, aiming to apply sea transport safety and security. He also reminded that Kuwait had hosted in 1978 a regional meeting that came up with the Regional Organization for the Protection of Marine Environment (ROPME). The Kuwaiti official hoped that his country would get support for a post of the International Maritime Organization for the coming two years. The International Maritime Organization is the United Nations specialized agency with responsibility for the safety and security of shipping and the prevention of marine pollution by ships **Source : PortNews**



The **FOUR AIDA** seen in Rio Grande – Photo : Marcelo Vieira ©

Support for Stena investment

The First Minister has outlined what he called the 'three r's' of Scottish Government support at the opening today of Stena Line's new Loch Ryan ferry terminal. Alex Salmond told guests from Scotland and Northern Ireland that supporting local roads, railways and regeneration is a key priority for central government, as he spoke at the £80 million facility's opening ceremony in Cairnryan.

In addition to highlighting improvements to road and rail service, the First Minister also announced the creation of a Scottish Government Taskforce - led by Infrastructure and Capital Investment Secretary Alex Neil - to support ambitious plans to transform the Stranraer waterfront.

The First Minister said:

"This new Loch Ryan port is hugely impressive and an important new gateway to Scotland. It safeguards hundreds of jobs at the terminal and ensures the future of this historic ferry link for generations to come. "As well as being the first of the projects from our Second National Planning Framework to be completed, this represents a major investment by Stena Line and is a tangible demonstration of their commitment to Scotland. "I am absolutely determined that the Scottish Government will play our part in supporting what is a major investment in the south-west of Scotland. To that end, we will be focusing on three key areas to help make the most of this fantastic new port.

"Firstly, the roads that bring thousands of travellers to and from the port. We have already invested significantly in local improvements like the stretch of dual carriageway from Cairntop to Barlae and the A77 between Parkend to Bennane, but there is more to come. "Much preparatory work has already been completed on the A75 Dunragit bypass and we will now move to the next phase of land purchase and preparation of contracts in readiness for procurement

and construction. It is the Government's intention to proceed with this vital link as soon as capital funds become available. For the Maybole bypass, we now will start work on obtaining the necessary statutory permissions and draft orders.

"Secondly, the rail network that is such a critical part of the local transport infrastructure. I understand, given its facilities and size, Ayr has been chosen by ScotRail as the main interchange point for bus services to connect these ferries with the train. However, that does not mean the line south of Ayr will be neglected. On the contrary, from next month the number of direct trains from Ayr to Girvan will increase by 25 per cent, from 12 to 15 every day. "Also from next month, three direct services between Glasgow and Stranraer will now run via Kilwinning rather than Kilmarnock - cutting journey times by around half an hour. "These improvements are good news in and of themselves but what is perhaps even more important is that they signal a clear commitment from ScotRail to the future of local rail services.

"I am keen that the government does all we can to improve local rail services, thereby supporting the regeneration of Stranraer and the new ferry terminal. We will work with local people, Stena and others to make this happen. Today I met with Stena Line Chairman Dan Sten Olsson and we have agreed to have a further meeting specifically to talk about regeneration and rail.

"My third and final key priority is regeneration. The opening of this stunning new facility means a new opportunity to regenerate the waterfront in Stranraer, and this has been something I know Dumfries and Galloway and the local action group have been working towards since this move was first announced. "I am therefore announcing today the creation of a Scottish Government Taskforce led by Infrastructure and Capital Investment Secretary Alex Neil. This group will work with the council and a number of other local partners to explore the potential for the future of the Stranraer waterfront. "I saw these plans myself this summer when the Scottish Cabinet came to Stranraer, and I know how ambitious they are, but I know we can rise to these challenges and the Infrastructure Secretary and his taskforce will lead the way. "These 'three r's' of support in roads, railways and regeneration will capitalise on this new ferry terminal to help maximise the benefit across south-west Scotland." Source : www.scotland.gov.uk



The bulk carrier **VIRGINIA** seen at the Westerscheldt river enroute Antwerp

Photo : M., P. & Ph. van Luik - www.shipsofftermeuzen.nl ©

Technip awarded contract in Norwegian sector of the North Sea

Technip has been awarded an engineering services contract by Samsung Heavy Industries Co Ltd for work on Statoil's Valemon gas and condensate field in the Norwegian sector of the North Sea, about 160km west of Bergen. The contract covers detailed design, procurement engineering and follow-on engineering support for the Valemon fixed

platform topsides. Technip's operating centre in Kuala Lumpur, Malaysia will execute the contract, which is scheduled to be completed in the second quarter of 2012. The Valemon field is one of Statoil's large field developments on the Norwegian continental shelf, and contains recoverable reserves of about 206 million barrels of oil equivalent. **Source :** Offshore Shipping Online

Seismic Acquisition Commenced Offshore Malta



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

Mediterranean O&G announced that the Company, through its wholly owned subsidiary Malta Oil Pty Ltd, has now entered into a contract with Fugro-Geoteam Pty Ltd ("Fugro-Geoteam"), who will undertake the acquisition of 1,000 square kilometers of long offset 3D seismic exploration data on behalf of the Company, in relation to its license commitment at Area 4 Offshore Malta. Fugro-Geoteam's vessel, R/V **Geo Barents**, has commenced mobilization and the Company expects 3D seismic acquisition to commence on or about Wednesday, November 16, 2011. The estimated duration of the survey is about 30 days. Processing of 3D data will start immediately after the completion of the survey, with the objective of obtaining the results towards the end of 1Q 2012. Sergio Morandi, Chief Executive Officer of Mediterranean Oil and Gas, commented, "We are extremely pleased to have entered the 3D seismic acquisition contract with Fugro- Geoteam, a world class operator. This new 3D seismic data should allow the company to complete the assessment of the exploration potential of Area 4 Offshore Malta. We are hopeful that the seismic survey will identify further prospects in the area and make the drilling of an exploration more attractive."






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The **LEWEK CRUSADER** seen anchored at Singapore Jurong anchorage – Photo : Piet Sinke ©

Well stimulation deal for Island Offshore

Island Offshore has been awarded a seven-year firm with four yearly options contract for two well stimulation vessels by Schlumberger. The contract will commence in August 2013. Conversion of the vessels that will undertake the contract will start in November 2012. "We are extremely happy with this award which is a result of our focus towards specialized segments. **Island Patriot** and **Island Commander** are currently employed as well stimulation vessels," said the company. Source : Offshore Shipping Online

Estonia to build two gas terminals in Sillamae

Estonia has projected the construction at Sillamae port two terminals for handling liquified petroleum gas (LPG) and liquified natural gas (LNG). The City Council of Sillamae has initiated the environmental assessment of both projects, Baltic Course reports. Sillamae plans to build a warehousing facility of capacity of 16,000 cbm of LPG and 480,000 cbm of LNG.

Sillamae Port Authority hopes to receive up to 300,000 cbm of LPG and 2.3 billion cbm of LNG per year. Currently, Sillamae Port has seven terminals for handling oil, petrochemical products, fertilizers and general cargo. Sillamae Port was opened in 2005; its total area amounts to 650 ha. Source : PortNews

Six companies are competing to provide the vital ferry service for people in the Northern Isles.

A shortlist of companies bidding for the Northern Isles ferry services contract has been announced. Six companies are competing to carry out the vital ferry service in the north of Scotland from 2012 to 2018 after the current contract ends in July next year.

Keith Brown, Minister for Housing and Transport, said: "We are working to deliver the best possible ferry services for communities in the Northern Isles and are on target to renew this contract next year. "I am delighted we've reached another milestone in delivering a new contract which will continue to support the lifeline ferry services to the Northern Isles, meeting the needs of the Orkney and Shetland communities. "A community consultation was carried out in the early stages of the process which has helped us to ensure the successful bidder will deliver what the users of the Northern Isles ferry services want and need out of their service."

Companies competing for both the Scrabster to Stromness route and Aberdeen to Lerwick service are NorthLink Ferries Ltd; P&O Ferries Holdings ; Serco Ltd and Shetland Line. Pentland Ferries Ltd wants to run only the Scrabster to Stromness service while Sea-Cargo A/S is competing to run ferries from Aberdeen to Lerwick. Source : news.stv.tv

DFDS adds an extra ship to Dover-Dunkerque

DFDS Seaways has decided to add an extra passenger and freight ship to the service between Dunkerque and Dover.

Currently, the service is operated with three passenger and freight ships, but the interruption to the SeaFrance cross-Channel service has been causing unexpected traffic pressure on the route, and in spite of the committed efforts of our staff at sea and ashore, the current capacity on the route has not been enough to avoid unusual waiting times at check-in in Dunkerque and Dover.

It is not acceptable that our customers experience these waiting times, and for this reason we have decided to add an extra ship to the service. The solution is based on a chartered ship that will allow us to increase sailings from a departure every other hour to departures every 1½ hours. I am confident that this solution will re-establish the normal flow and service on the route so we can eliminate unnecessary waiting times and offer our customers the quality service which they are accustomed to, says Peder Gellert Pedersen, Executive Vice President and Head of DFDS™ Shipping Division.



The **NORMAN SPIRIT** – Photo : Krispen Atkinson ©

The new ship on the route will be the **NORMAN SPIRIT**, which DFDS has chartered from LD Lines. The ship has capacity for 1850 passengers, 250 cars and 75 lorries and offers excellent passenger facilities, including restaurants, shops and comfortable resting areas. The **NORMAN SPIRIT** flies the French flag and will be a welcome addition to the Dover-Dunkerque crossing until a more normal Channel ferry service has been re-established, says Peder Gellert Pedersen.

We expect that the **NORMAN SPIRIT** will be able to assume service on the Dunkerque-Dover route already the day after tomorrow, and we will provide more information about booking details and the schedule, as soon as possible,



Royal Caribbean to launch 7 cruise routes from Xiamen in 2012

According to the 2012 route plan released by Royal Caribbean International, Shan-Hai-Shu Group and Xiamen International Cruise Co., Ltd on 24th November, Royal Caribbean Cruises' **'Legend of the Seas'** will make Xiamen its home port and launch 7 cruise routes to classic tourist destination ports in Hong Kong, Taiwan, Japan, South Korea and other places in 2012, reports Xiamen Economic Daily.

The lowest price for a 5-night 6-day 'Xiamen-Okinawa-Hong Kong-Xiamen' trip is RMB4200 according to the price list, and the lowest price for a 7-night 8-day 'Xiamen-Okinawa-Jeju Island-Shanghai-Xiamen' trip and a 5-night 6-day 'Xiamen-Kagoshima-Beppu-Shanghai' trip is RMB6600 and RMB3900 respectively. Passengers can enjoy free food on the cruise with wall climbing, mini golf, swimming pool, solarium, fitness center, children and youth sports facilities and other facilities also free.

40 free tickets on every cruise route will be offered to such workers as model workers, moral models, good teachers, good sanitation workers, excellent bus drivers, and excellent dock workers. Besides, the Xiamen Government is now working on relevant cruise incentive policies. Special funds may be set up to reward cruise enterprises that make Xiamen their starting port / visiting port and operate a certain number of voyages for more than one year.

Source : [whatsonxiamen](#)

Cargotec Supplying Unloaders for Morocco

Cargotec wins a large contract for Siwertell ship unloaders from Morocco.

Cargotec has recently won a significant order for two Siwertell ship unloaders to handle coal at Jorf Lasfar, on Morocco's Atlantic coast. The contract comes from the Jorf Lasfar Energy Company (JLEC) and includes repositioning two existing unloaders as well as installing the two new Siwertell units when they are delivered in 2013. The unloaders will suit a new jetty belt conveyor system with an increased travelling length at the Jorf Lasfar coal-fired power plant, which is undergoing major expansion. Each Siwertell type ST 940-DOB unit will have a coal-unloading capacity of 2,400t/h.

"Cargotec's Siwertell system is technically superior to the other systems offered: it is more efficient and environmental friendly," says Bertil Andersson, Sales Manager, Bulk Terminals. "Cargotec is the only provider of this kind of system with its performance proven by many references. In addition to technological advantages, Siwertell systems have a unique lightweight design offering weight-savings of more than 50 per cent in comparison with a corresponding bucket and chain type unloader".

Cargotec has also just announced that its Siwertell Sulphur Safety System, known as the 4S has won the International Bulk Journal's Safety in Bulk Handling award. The system is designed to minimise the risk of explosions and detect fires when handling sulphur. One of the latest companies to benefit from this technology will be the Indian Farmers Fertiliser Cooperative Ltd (IFFCO), Paradeep Unit, which has ordered an enclosed screw-type unloader to discharge rock phosphate and sulphur. The new unit will be rated at a capacity of 1,800t/h and is planned for delivery in twelve months. The values of the Indian and the Moroccan contracts total approximately EUR 40 million. Source : [MarineLink](#)

ZIM to add peak season surcharge

ZIM announced that it would impose a peak season surcharge of US\$225 per TEU from December 26, despite complaints by container carriers over the lack of a peak season this year. Cargonews Asia reports. The surcharge will apply to westbound cargo from Asia and Indian sub-continent to North Europe, West Mediterranean and Adriatic destinations. "This update is necessary in order to maintain our current levels of service and high reliability," the carrier said in a brief statement.

Carriers on the Asia-Europe and transpacific trade have been shocked at the rapidly slowing exports from Asia. Slowing orders from retailers in the US and Europe dashed hopes of a late season surge and the carriers have been cutting services and idling vessels in an attempt to withdraw capacity and improve rates. Source : [PortNews](#)

Island Centurion and Island Captain named

Island Offshore in Norway says two new vessels, **Island Centurion** and **Island Captain**, were formally named on 29 October at the TSX OSV shipyard in Brevik. **Island Centurion** was delivered to Island Offshore the day before and **Island Captain** is due to be handed over in February 2012.

The vessels are number five and six in a series of UT 776 CDs that Island Offshore is building STX OSV. The company has another three vessels still to be delivered in 2012 and 2013 **Source : Offshore Shipping Online**



The **SPRIT OF FRANCE** seen resting against the breakwater after she broke her moorings at the builders yard during bad weather – **Photo : SK24.fi**

Mundra Port delivers record-breaking coal per day, says report

Mundra Port and Special Economic Zone Limited has crossed yet another milestone after its state of the art West Basin bulk coal handling terminal delivered 62,718 metric tonnes a day of coal to Adani Power's plant located adjacent to the port, said a company's official press statement. This large tranche of coal is delivered through a world-class high-speed conveyor belt at a speed of 6,000 metric tonnes per hour. The belt runs across 20 kms from the port to the power plant.

Adani Power, one of the leading private thermal power producers, is setting up a 4,620 MW power plant in Mundra while Tata Power is constructing a 4,000 MW ultra mega power project in the same location. "The accomplishment of import and time-bound delivery of first such large tranche of coal establishes MPSEZ's prowess in developing world-class port infrastructure in India and abroad. The feat could be achieved by better planning skills, state-of-the-art mechanization and dedication of the port operator, displaying its leadership position in the port infrastructure sector," said Dr Malay Mahadevia, Whole Time Director at MPSEZ. **Source : Indian Express**

Karachi Port Trust says dredging argument has been resolved

Business Recorder reports that a disagreement between Karachi Port Trust (KPT) and Karachi Fish Harbour Authority (KFHA) has been resolved, and the former has assured the latter of dredging fish harbour's 0.1 million square metre navigational channel without any charges. Earlier, the KPT had issued a letter to the KFHA quoting US\$8 per cubic meter charges for the channel's dredging, which created problems for the financially weak authority, as it did not have million of rupees to deepen the mud-heaped harbour's seabed, sources said on Friday.

Business Recorder said KPT's letter also contradicted the Sindh Fisheries Minister's longstanding claims, which said the prime minister had agreed that Karachi fish harbour's navigational channel would be deepened soon after the trust

would accomplish its job in Balochistan sea. However, the KPT officials met with the MD KFHA and some other officials and agreed that the trust would do the job without charging the authority, the officials said, adding that now the trust would outsource the project. **Source : Dredging News Online**

.... PHOTO OF THE DAY



Singapore Salvage Engineers tug **SSE LUCY** seen in the Selat Sinki – **Photo : Piet Sinke ©**

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