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**Seen in Puerto de la Luz, Las Palmas three cruiseliners in one go the Dutch schooner 'EENDRACHT' bound for Marigot, St.Maarten, the 'VICTORIA' of P&O Cruises and the 'AIDAbelle' from AIDA**

**Photo: Bernt R.Koning (c)**

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## EVENTS, INCIDENTS & OPERATIONS



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Above seen the **TANGIER EXPRESS (ex METTE MOLS)** which is now operating for FRS between Tarifa (Spain) and Tangier (Morocco) with weekly stops in Gibraltar. Above is the vessel seen for the first time in Gibraltar November 28<sup>th</sup>

Photo : Francis Ferro (c)



## Self Propelled Liftboat "Teras Conquest"



In a major significant milestone achievement, Teras Offshore Pte Ltd had their 4th unit self propelled liftboat "**Teras Conquest**" on charter to Pertamina Hulu Energi on 22nd Nov 2011 working in the Java Sea, Indonesia. The "**Teras Conquest**" is a self propelled liftboat with 320 ft legs and 2 units of cranes of 200 mt each wrapped round two of the 3 legs. The first liftboat is working for Exxonmobil Nigeria, whilst the 2nd and 3rd units are working in the Middle East. The charter to PHE is for 2.5 years with extension options and represents a firm commitment from parent company Ezion Holdings, to maintain their lead in the Asia pacific region being the largest owner operator of such self propelled liftboats. The "**Teras Conquest**" is the first liftboat to be chartered into the Indonesian waters since the last one about 15 years ago. Scope of work is well stimulation reactivation campaign and aside from this the liftboat is also very suited for offshore construction support, platform maintenance, wreck removals and even wind farm operations & maintenance services. These self propelled liftboats is gaining recognition within the Asia Pacific for it's distinct advantages over using conventional accommodation work barges which are prone to weather downtime. The "Teras Conquest" being self propelled is uniquely flexible in this sense as it could move from location to location on it's own power thereby doing away with a towing / anchor handling tug. This charter to PHE is in consortium arrangement with PT Sudjaca Palembang as consortium partner and together it will serve the needs of the client throughout the charter period. A dedicated project team have been formed to serve this charter and

with the handpicked experienced Indonesian crew serving on board. The Teras Offshore Liftboat Operations Manager, Mr James Nelson remarked that "The **Teras Conquest** is an example of forward thinking marine engineering; I have experience in the Gulf of Mexico and West Africa and I've seen nothing that can compare. This vessel offers accommodations for 160, a helicopter deck, 2 cranes with 200ton capacity and a massive deck space for multiple modalities of well stimulation all at the same time. This is vessel is by far the most cost and time efficient work platform for both stimulation and/or construction projects."



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HAL's **ZAANDAM** made an one day visit to Port Chalmers (New Zealand) – Photo : Ross Walker ©

## Dry bulk carriers back in the spotlight as market speeds up

With the tanker and container markets suffering dearly, it seems that the tide has once again turned in favor of the dry bulk carriers, despite oversupply issues, caused by a still huge orderbook. Yesterday, the industry's benchmark, the BDI (Baltic Dry Index) inched higher for a third straight session, fed by the increased appetite for Capesize vessels, able to carry 150,000 tons of raw materials, like coal and iron ore. The BDI increased by an additional 0.87% to 1,862 points yesterday, with Capesizes leading the pack once again. The BCI (Baltic Capesize Index) was up by 2.67% to 3,386 points, thanks to higher appetite from Chinese charterers. By contrast, all other dry bulk ship markets were again lower on the day, with Panamaxs losing almost 1% and Supramaxes losing 0.88%.

Meanwhile, in a report this week, shipbroker Intermodal talked about an interesting development in the newbuilding market, with a new type of carrier, the so called "eco-type" handysize bulker enjoying plenty of attention lately. According to Intermodal's Panos Tsilingiris, this shouldn't be taken as a surprise, as there are a few factors which substantiate such investments, like the fact of an aged Handysize fleet, with approximately 36.6% of the fleet being more than 25 years old. Also, this carrier offers "significant slippage/cancellation figures because handies were generally contracted to less reputable yards" said Intermodal, also noting handies' limited historical downside risk, the speculation on the robust growth of certain emerging markets (notably Africa); the continuing softening in newbuilding prices given the increased competition among -mostly Chinese- yards; and the emergence of eco handy BC designs, which has rejuvenated shipowners' interest in the segment.

According to Intermodal, "regarding the last factor, half a dozen of different eco-type designs have already been contracted in Chinese shipyards. Specifically, only 32 out of an outstanding 237 handy newbuildings in China, are effective eco handy NB contracts. Other designs are offered in Japanese, Korean and Vietnamese yards with the Chinese, however, entertaining shy half of the current total handy orderbook. While the different eco designs share some common attributes e.g., same main engine, double-skin versions (certain designs also offer single skin versions), etc., they also exhibit distinctive characteristics (e.g., draft, size of hatch-openings, etc), while certain tailor-made variations are offered (e.g., log-fitted, ice-class, mechanical ventilation, open-hatch/topside, etc). Still, the "holy grail" is fuel oil consumption with promised figures ranging from the very high-teens to low-mid 20s tons/day" said Intermodal.

Mr. Tsilingiris also notes that "interestingly, some buyers prefer designs in the region of 35-37.5kdwt, while others seek dwt maximization. For that purpose we have here broken down handies xs30kdwt into three size groups. Relevantly, the orderbook-to-fleet ratios in the 32.5-37kdwt (Group2) and xs37-shy43kdwt (Group3) segments are

47.84% and 32.35%, respectively, while in the 30-32.5kdwt (Group1) just 20.7%. As one can read in the table, the demographics favor the segment with the highest dwt, where the >25yo fleet in Group3 is xs56% (while in Groups 1 and 2 the respective figures are around 25%); however, the larger sizes may run aground on chartering competition from smaller handymaxes" he said.

Finally, recapping, Intermodal said that "there is recently plenty of interest from owners as well as competition from yards and design houses on handy bulk carrier newbuildings. With their significantly improved consumption numbers (as well as lower capital expenses due to the softening NB prices), eco handy newbuilding projects constitute today a rather realistic proposal. Moreover, as opposed to the boom years where big yards snubbed handies, nowadays a buyer is offered with the opportunity to build such at a first class Chinese yard. Given the aged fleet, we expect gradual strategic fleet renewals. With (the lack of) financing being the central bottleneck, improved BBHP and alternative financing possibilities may merit the further consideration of those investors not having cash/financing in hand" concluded the report. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **SAR NESANA** seen moored in Cartagena – **Photo : Ton Grootenboer ©**

## **ClassNK Issues MLC Seafarer Recruitment Certification to Magsaysay MOL Marine, Inc.**

**ClassNK** continued to cement its position in maritime manning certification with the issuance of approval for seafarer recruitment and placement service providers in line with the Maritime Labour Convention 2006 (MLC, 2006) to Magsaysay MOL Marine, Inc. (MAGMOL). The approval confirms that the Manila-based manning company, a member of the MOL Group, is in conformance with the standards set forth in Regulation 1.4 (Recruitment and Placement) of the MLC 2006 which was adopted by the International Labor Organization (ILO) in 2006 to help ensure the safety and protect the rights of seafarers. The MLC 2006 requires that shipowners who make use of seafarer recruitment and placement services in countries or territories that have not adopted the MLC to confirm that their service providers are in conformance with convention standards. The text of the MLC however, does not include set guidelines for confirming such compliance. At the same time, calls for greater professionalism and increased quality are driving the demand for third party certification in the global manning industry.

In order to assist both shipowners and recruitment and placement service providers in their efforts to meet the requirements of the new convention, ClassNK developed a new certification standard, as well as approval procedures for verifying the MLC compliance of seafarer recruitment and placement providers. An official certificate and declaration of compliance was officially presented to MAGMOL during a special ceremony at the company's headquarters in Ermita, Manila on 23 November 2011. ClassNK's Certification Service Department General Manager Takao Kuboki presented the certification to MAGMOL President Captain Francisco D. Menor. For ClassNK, this approval



for seafarer recruitment providers marks its ongoing expansion into the field of quality and training certification. ClassNK Executive Vice President Koichi Fujiwara stated: "The growth and development of the world maritime industry is at the heart of everything we do at ClassNK. In addition to ISO 9001, 14001, and OHSAS 18001, we will continue to develop new standards and provide new tools for the certification of seafarer training, ECDIS courses, and the emerging field of seafarer recruitment and placement, in order fulfill our mission of ensuring a safer and stronger future for the industry." **Source: ClassNK**



The **CONSTRUCTOR** seen enroute Rotterdam – **Photo : Ria Maat ©**

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## New era begins at NOL: largest ship christened, second to follow

With a splash of champagne on steel, NOL Group welcomed the future of global trade. The Singapore-based shipping and logistics giant christened the 350-meter **APL Chongqing** and prepared to launch a sister ship – the **APL Gwangyang** – the next day. At 10,000-TEUs (twenty-foot equivalent units) of capacity, the two vessels are the largest in the fleet of NOL's container shipping line – APL. They're the first of 32 vessels APL will commission by 2014 to gain economies of scale, fuel efficiency and competitiveness in an industry moving rapidly to ships of 10,000-TEUs and larger. "Today marks a milestone," said Group CEO Ng Yat Chung in ceremonies at shipbuilder Hyundai Heavy

Industries' Ulsan docks. "We're upsizing and upgrading, and when we're done we'll have the strongest fleet in our company's 165-year history." The christening also fulfills a promise. In 2010, NOL opened its Global Service Center in Chongqing, China, and proposed to name a ship after the Yangtze River metropolis of 32 million. APL has chosen the largest ship in its fleet for the honour. Chongqing is the biggest city in China and the only municipality in western China directly under the central government. Wang Yi, President, Chongqing Foreign Trade and Economic Relations, attended the christening of the **APL Chongqing**. He formulates development strategies for the city's import and export business, formulates foreign investment regulation there and is responsible for economic cooperation with foreign enterprises. Lisa Wang, an engineering consultant from Chongqing, served as Godmother for the **APL Chongqing** and broke a ceremonial champagne bottle over the hull. Kathy Koo, Chairwoman of Seoul, Korea -based



NOL said its two new ships will replace older and smaller vessels in its fleet. With greater cargo capacity, improved design and more efficient engines, the **APL Chongqing** and **APL Gwangyang** should reduce operating costs. They'll also reduce the environmental impact of container shipping. The new vessels will consume less fuel and emit less exhaust than the ships they replace. Because the ships also have greater cargo capacity, they'll reduce the amount of emissions-per-container carried. The company said both vessels will be deployed in the trade between Asia and Europe. **Source:** NOL

Pantos Logistics Co., LTD, will be Godmother for the christening of the **APL Gwangyang**. NOL said its two new ships will replace older and smaller vessels in its fleet. With greater cargo capacity, improved design and more efficient engines, the **APL Chongqing** and **APL Gwangyang** should reduce operating costs. They'll also reduce the environmental impact of container shipping. The new vessels will consume less fuel and emit less exhaust than the ships they replace. Because the ships also have greater cargo capacity, they'll reduce the amount of emissions-per-container carried. The company said both vessels will be deployed in the trade between Asia and Europe. **Source:** NOL



The **BBC GDANSK** seen at anchor downstream from Hobart, Tasmania, Australia waiting for the berth at Risdon to come available. **Photo : Glenn Towler (c)**



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The newbuilding **ISLAND CRUSADER** (UT 776 CDG) seen under tow of the **PANTODYNAMOS** enroute from the STX yard in Braila to Brevik (Norway) passing Galati - **Photo : Huib Lievense (c)**

## Royal Marines capture suspected Somali pirates after high-speed chase

Seven Somali men face prosecution in Seychelles after Royal Navy helps Spanish fishing vessel under attack

Seven Somalis have been captured in an anti-piracy operation involving a high-speed chase across the Indian Ocean. The pursuit ended when a sniper on a Royal Navy helicopter started firing at the fleeing vessels. A party of Royal Marines then boarded the ships and sniffer dogs found traces of explosive and firearms.

The men will be taken to the Seychelles for what will be a rare prosecution. The military often have to let suspects go because of the complexities of jurisdiction and evidence gathering on the high seas. The incident took place on Tuesday when a Royal Navy ship patrolling 350 miles off the coast of Somalia was called to help a Spanish fishing vessel that was under attack.

The Lynx helicopter from the Royal Fleet Auxiliary **Fort Victoria** gave chase to two vessels – a skiff and a whaler. The skiff raced away but stopped when a sniper began firing shots across its bow. "The Royal Marines then used inflatable dinghies for boarding and the suspects were seized," said a spokesman. "No shots were fired. They are now being taken to port in the Seychelles where they will be handed over to the police." Piracy off Somalia and around the Gulf of Aden has become a huge problem for the merchant navy in recent years. There are currently 50 ships seized and almost 800 people being held hostage.

Sailors have found themselves under attack from strafing machine-gun fire and rocket-propelled grenades. Those that have been held hostage are often subjected to beatings. The area the pirates operate in is now so vast that capturing them has proved extremely difficult. Suspected pirates often throw their weapons overboard and claim to be fishermen. On this occasion, the **Fort Victoria**, which is under the command of Captain Gerry Northwood, had a UK-trained team of spaniels and labradors on board that found the explosive residue. This will be the first case to be brought against suspected pirates since the UK and the Seychelles signed a memorandum of understanding in July



2009. Lieutenant Alastair Thompson, a Royal Naval flight commander, said: "We could see the fishing vessel was clearly in trouble. Our actions disrupted the pirates from further attacks."

The minister for Africa, Henry Bellingham, added: "Too many times in the past pirates have been captured but not prosecuted because of lack of evidence. We must ensure that pirates pay for their actions." In September, pirates murdered a British businessman, David Tebbutt, and kidnapped his wife Judith. The couple were on holiday at an exclusive beach resort in Kenya. Tebbutt, 58, died from a single gunshot wound to his chest. His wife has not been seen since. **Source : Guardian**

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**Firecrest** on his last trip from Kuwait to Iraq to serve **Posh Bali** . In the back ground surveyboat **Geoconnection** , and Multicat **Orion WB 1** . **Photo : Hans Boeschoten (c)**

## **Rena's helpers return**



**Photo : Maritime New Zealand (c)**

The MV **Rena** may yet break up but oil is no longer a threat thanks to a hard-working group of Aucklanders. Ports of Auckland and Seafuels sent two boats and their crews down to help the salvage effort soon after the ship ran aground on October 5. The tanker **Awanuia** was sent to pump fuel off the stranded vessel while tugboat **Waka Kume** helped

hold the **Rena** steady. **Awanuia** master Rick Hunter spent more than a month at sea while the oil was slowly pumped from the stricken ship into the tanker.

"I was there from start to finish," the Warkworth resident says. "The **Awanuia's** role was to go and collect the fuel as it was pumped off by the salvage crew." Mr Hunter helped make preparations on October 6 and the next day the ship was on its way to the Astrolabe Reef. The tanker got alongside the **Rena** on October 8 and it became apparent that pumping the oil off was going to take longer than expected, he says. The **Awanuia** is often used to refuel ships but Mr Hunter says the oil is heated up to make it thinner and easier to pump.

The weather deteriorated on October 9 and the ships were forced to return to port after the **Awanuia** was damaged slightly. "It actually touched the **Rena**," Mr Hunter says. "The **Awanuia** is not designed for that kind of operation. But it wasn't significant damage. It was pretty much like scratching a car when you park." At that stage things were not looking good and the **Rena** looked like it was going to fall apart, he says. Mr Hunter even told his wife he thought he would be home in a couple of days.

Ports of Auckland tugboat the **Waka Kume** was the first vessel to get to the grounded ship. Master Rahul Doshi says his boat was attached to the back of the **Rena** in an effort to stop it drifting further onto the reef. "The weather was just absolutely disgusting – four metre swells, gale forces, hail storms. It was challenging, very challenging," he says.

The Bucklands Beach resident says it was frightening to be left out there when the crew of the **Rena** abandoned ship.

"Everybody left and we were there – sitting there and looking at it turn to custard. You could just see her slowly but surely deteriorate. You could hear the containers clinking – very scary." Mr Doshi says there was certainly an element of danger but his experience and Mr Hunter's meant there was never any real risk to the crew. Both men say a seafarer watches with a heavy heart when a ship goes down. "It's pretty horrifying when you look at it," Mr Hunter says. "It's completely wrecked. It nearly wrecked **Tauranga** as well." But he is delighted with the outcome and would not hesitate to do it again. "We saved the environment."

"There was not really more thought involved than stepping across the road to help an old lady. How can you give up? You just carry on." **Source : Stuff.co**



Seen in the port of Nouadhibou (Mauretania) the salvage vessel **OUM TOUNSI** – Photo : Capt. Jan de Bokx (c)



## De KNRM is genomineerd voor het 1e Haringvaatje 2012.

Samen met twee andere goede doelen. Wie de opbrengst uiteindelijk krijgt, wordt bepaald door een Facebook-stemming. Zit jij op Facebook? Geef daar je stem aan de KNRM! <http://www.facebook.com/Visrecepten>



Bij de start van het nieuwe haringseizoen, in juni 2012, zal traditiegetrouw het eerste vaatje worden geveild. De opbrengst hiervan gaat altijd naar een goed doel. Afgelopen jaar ging het bedrag van maar liefst € 67.750,- naar Jantje Beton. Voorheen besloot de haringsector naar welk goed doel de opbrengst zou gaan.

**Foto : Arie van Dijk ©**

In 2012 krijgt het Nederlandse publiek voor het eerst ook een stem in de keuze van het goede doel. Middels een online verkiezing kan iedereen eenmalig een stem uitbrengen op zijn of haar favoriete goede doel. Iedereen kan stemmen van 1 december 2011 tot en met 18 december 2011 op de Facebook pagina van het Nederlands Visbureau. Het Nederlands Visbureau maakt 19 december 2011 bekend welk goed doel de meeste stemmen heeft en daarmee de opbrengst van de veiling in 2012 krijgt.



Above seen the **LEWEK KEA**, offshore Thailand. **Photo : Jan Dubbeldam ©**



## ITF AB Wage Revision

The ITF has set the benchmark rate – which lays out the monthly payment for an AB on a vessel covered by an ITF TCC (total crew cost) agreement – for the next three years. Currently USD1675 per month, the benchmark will increase 2% from 1<sup>st</sup> January 2012 to USD1709; then the following year by 2.5% to USD1752, then rise by 3% to USD1805 in 2014. **Source : ITF**

## TAKLIFT 7 INSTALLS LEGS AT JACK UP



Above seen Smit's sheerleg **TAKLIFT 7** during positioning of the 80 mtr long legs for IHC Offshore & Marine built Jack-Up Vessel **NEPTUNE** (YN 723) in Rotterdam-Waalhaven Rotterdam - **Photo : David Korevaar ©**

## ITIC negotiates settlement for naval architect in hull cracking dispute



**International Transport Intermediaries Club (ITIC)** has highlighted the level of exposure to liability which naval architects can face, especially in today's financially troubled shipping industry. In the latest edition of its newsletter, *The Wire*, ITIC cites the case of a firm of naval architects instructed to design a vessel to be used for a new ferry service. When the vessel was completed, the owners alleged that it suffered from structural inadequacies, which included continued cracking of the hull. As a result, they claimed, it could not perform in certain weather conditions as they had requested it should do, even following repeated repairs. At one point, the local maritime authority had to reduce the number of passengers which the vessel could safely carry. Eventually, the ferry service was completely suspended and the owners started legal action against the naval architects in the sum of \$600,000. This covered the cost of repairs, loss of use, loss of profits and diminution of value of the vessel. Expert evidence was obtained on behalf of the naval architects, but it was not particularly helpful to the defence. It became apparent that the owners were suffering from financial difficulties, in part due to the fact that the ferry service could not run. On this basis, ITIC instructed lawyers to make an application for security - to cover the defence costs incurred in the event that the owners became bankrupt - in the sum of £75,000. Legal costs and expert witness fees had already exceeded £40,000 and were estimated to go above £100,000 if the matter progressed to a full trial. The application for security was granted in ITIC's favour, but only in the sum of £25,000, as the judge had some sympathy with the claimants' argument that they were in dire financial straits, allegedly as a result of the mistake made by the naval architect. Despite pleading poverty, however, the owners did manage to obtain the funds and pay them into court. The naval architects were left in an awkward situation whereby, if the matter progressed to full trial, even if they were successful in defending the claim in its entirety (which was very unlikely in light of the expert evidence received) the costs alone could have been in excess of £100,000, and there was only £25,000 security. The judge suggested that the parties would benefit if they could reach agreement between themselves, which ultimately resulted in a negotiated settlement whereby the original claim of \$600,000 plus costs was settled for \$30,000, plus costs of a further \$100,000. **Source :** ITF

## Family left furious after Calmac ferry leaves island without seriously ill patient – but with family on board

The family of a sick 78-year-old woman were left stunned on Saturday (26th November 2011) after a Calmac sailing left the Isle of Bute in poor weather conditions with the family on board the vessel, but without the patient.

Violet Leitch suffered a fractured hip and after doctors decided she was too fragile to be lifted by helicopter to a mainland hospital for emergency surgery, she was rushed by ambulance to the 1500 sailing from Rothesay to Wemyss Bay. However, upon arriving at the pier, the family of the woman claim Calmac staff refused to wait for the patient to be transferred onto the ferry. The woman's granddaughter, Alix Anderson, told ButeBites: "The paramedics and shore staff were wildly gesticulating to the onboard crew members who were just pulling in the ropes and shrugging their shoulders. "I know onboard staff were aware of the ambulance before the ferry was properly underway. We phoned the Rothesay [Calmac] office at 3.04pm to ask why I had just had a frantic phone call from my mum, crying that they were leaving gran behind. "Their response was that there was nothing they could do as they hadn't been informed by the hospital but surely everyone could use common sense and if they saw paramedics jumping and waving at them it is probably better to radio the captain to bring the ramp down." Calmac Upper Clyde regional manager, Brian Fulton, claimed a miscommunication between the ambulance service and Calmac was at fault: "I have spoken to the captain of **MV Bute** who tells me that he was unaware of the ambulance until 10 minutes into the crossing. It appears that the ambulance service did not follow correct procedure. "The ambulance staff asked if the 1500 sailing would be sailing on time given the weather. That was all they did **Source : forargyll.com**

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## NAVY NEWS

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## Inquiry to probe collision of navy ship with dry dock



A military board of inquiry will be held into the collision between a navy supply ship and a floating dry dock in Halifax harbour. Navy spokeswoman Jeri Grychowski confirmed Wednesday that an inquiry has been convened into the incident involving the [HMCS Preserver](#).

She said she didn't have any more details as to when it will be completed. The navy has already said an investigation into the Nov. 4 incident is underway, but there's been no update on the status of the

probe. The [Preserver](#), which was entering port after a training exercise, dented its starboard side near the bow above the waterline. The ship was making a turn in the harbour when it ran into a dry dock owned by Irving's Halifax Shipyard. Source : [ctv.ca](#)

## Germany approves sale of nuke-capable submarine to Israel, financing a third of its cost



Germany has approved the sale of another Dolphin-type military submarine to Israel and will pay for about a third of its cost, a senior German official said Wednesday. Dolphin-class submarines are capable of carrying nuclear-tipped missiles, even though there is no evidence that Israel has

armed them with such weapons.

Germany's parliament has set aside a maximum €135 million (\$180 million) in next year's budget to pay for its share of the submarine's cost, the official said. He spoke on condition of anonymity because of the sensitivity of the issue.



Israel already has three Dolphin submarines from Germany — one half-funded and two entirely funded by Berlin, and two more are currently under construction.

The official said the latest submarine, which brings the total to six, results from a 2005 agreement between the two nations that included an option for another subsidized sub. That option was now activated at Israel's request.

The contract for the submarine will be between the German and Israeli Defense Ministry and the manufacturer, with Germany starting to pay out its share of the cost next year, he said. Israel is widely believed to possess a nuclear arsenal. It neither confirms nor denies foreign reports that it has nuclear arms. The state of Israel was established three years after the end of World War II. Since Germany and Israel established diplomatic ties in 1965, Germany has become perhaps Israel's strongest ally in Europe. Israel views Iran and its nuclear program as an existential threat and is continuously beefing up its military, even though Tehran denies developing nuclear weapons. The submarine is built by Germany's HDW shipyard which is a division of ThyssenKrupp AG. Ironically, Iran's investment arm IFIC has a stake of about 4.5 percent in the German steelmaker. **Source : The Washington post**

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## **MSC and CMA CGM sign major partnership agreement**



The **CMA CGM HERODOTE** seen enroute Rotterdam – **Photo : Henk van Heijden (c)**

The world's second and third-largest container shipping companies have announced the signature of a major agreement. The two family-owned companies, the Swiss-Italian MSC and France's CMA CGM, today agreed to form a

broad-based operating partnership spanning several trades, including Asia-Northern Europe, Asia-Southern Africa and all of the South American markets.

The agreement, which is designed to improve the two partners' respective performance, will help to drive extensive operating synergies and enhance quality of service for all of their customers. On a certain number of trades, the partnership will also enable the Groups to deploy the best ships in each of their fleets, while increasing the number of ports of call and frequency of sailings.



MSC is still chartering all kind of vessels, like the **HANJIN MUMBAI** steaming up to Antwerp.

**Photo : Adri de Schipper (c)**

Diego Aponte, Vice President of MSC, said: "we are very happy to have signed this broad-based partnership, which will unite our two family-owned companies in the years ahead. The agreement offers us new opportunities to optimise the use of our respective fleets, improve our transit times and increase our performance." Rodolphe Saadé, Executive Officer of CMA CGM Group, said: "for more than 30 years, our two companies have followed the same trajectory and for a number of years we've cooperated on a few lines. Based on this experience and our shared vision of the shipping industry, we have decided to step up our partnerships, which reflect a commitment to long-term cooperation and will enable us to offer customers improved solutions and services." **Source: MSC, CMA CGM**

**Due to travelling abroad this week the  
newsclippings may reach you irregularly**

## **Dockwise to manage and market new COOEC 50000 tonnes Semi Submersible Heavy Lift Vessel "HYSY 278"**

**Dockwise Ltd** announces it has reached agreement with **Offshore Oil Engineering Co. Ltd.** (COOEC) to act as manager of COOEC's new build type 1 marine transportation vessel for all third party projects. The new vessel, a semi-submersible, currently under construction at China Merchants Yard in Shenzhen, is due for delivery by the end of March 2012. At 222 metres in length and deadweight of 53,500 tonnes, the vessel will be capable of carrying loads of up to 50,000 tonnes.

Dockwise will operate the vessel under a management contract in close cooperation with COOEC as part of the total Dockwise fleet of semi submersible vessels. Dockwise will be responsible for marketing the vessel and will be training the permanent crew. Speaking at the signing ceremony, at the the Marintec convention in Shanghai, Andre Goedee,



Chief Executive, Dockwise, said: "This is an innovative arrangement which brings distinct benefits for both COOEC and Dockwise. COOEC will engage the world's leading heavy marine transport firm to secure profitable cargoes for their vessel and Dockwise gains access to further, premium, new-build resource for our own clients as demand in the sector moves into rapid growth. COOEC's vessel will complement our own fleet capacity during a phase of accelerated offshore project installation and development."



The Brazilian stern trawler **SANTO DO MAR** seen moored in the port of Nouadhibou (Mauretania)

Photo : Capt. Jan de Bokx (c)

## Staatssecretaris Weekers zorgt voor boost Vlootmaatschap Flinter

Met zijn aankondiging om de **Tijdelijke Willekeurige Afschrijving-regeling (TWA)** per einde van dit jaar niet te verlengen, heeft staatssecretaris Weekers gezorgd voor een run op de zevende, en waarschijnlijk dus laatste, Vlootmaatschap van rederij Flinter uit Barendrecht. "Onze zesde Vlootmaatschap, **Flinter Tide**, liep in oktober al goed," aldus CFO en projectleider Reinder van der Veen van Flinter. "Maar met de Flinter Trader loopt het nu helemaal hard. Voor de aankondiging van Weekers hadden we 10 procent inleg, daarna is het in een kleine twee weken naar 50 procent gestegen. Mensen zijn natuurlijk ook niet dom. Het is een ontzettend aantrekkelijke regeling voor mensen in de hoogste belastingschaal. Nu deze per 31 december afgeschaft gaat worden, willen mensen daar graag nog een graantje van meepikken."

### **Vlootmaatschap: nautisch beleggen met fiscale voorsprong**

De Vlootmaatschap is een door PwC bedachte constructie, die gebaseerd is op een crisismaatregel van het kabinet: de Tijdelijke Willekeurige Afschrijving-regeling (TWA). Hierdoor wordt het voor particulieren met een inkomen in de 52%-schijf interessant om in de nieuwbouwschepen van Flinter mee te investeren. Door de TWA mag er namelijk versneld worden afgeschreven. En omdat een groot deel van de schepen met vreemd vermogen is gefinancierd, kan de participant meer afschrijven dan alleen het eigen vermogen dat hij of zij zelf heeft ingelegd. In het geval van de Flinter Trader betekent dit dat iemand die in 2011 15.000 euro investeert, dit en volgend jaar 23.142 euro van de Belastingdienst terugkrijgt. Van der Veen: "Dat is een aantrekkelijk onderdeel van de regeling, waardoor je weer snel over je geld kunt beschikken. Maar vergeet niet dat er ook een belastinglatentie is van 8.893 euro, die je bij verkoop

van je aandeel in het schip moet betalen. Belangrijker is echter dat dit een solide investering is met een geschat rendement van ruim 9.500 euro én een maximaal risico van 751 euro." Voor de Flinter Trader zijn 693 participaties van 5.000 euro elk beschikbaar. De minimale afname is drie participaties en inschrijven kan tot en met 14 december 2011.

#### Wereldwijd en multipurpose

"We hadden het voor dit jaar eigenlijk niet meer verwacht", aldus Van der Veen. "Maar doordat een Duitse rederij twee in aanbouw zijnde schepen niet kon afnemen, konden wij ze tegen aantrekkelijke condities overnemen. Een goede investering voor onze rederij, maar zeker ook voor de particuliere mee-investeerders. MS **Flinter Trader** (het zusterschip van MS **Flinter Tide**) wordt door de China Dongfang Shipbuilding Group in het Chinese Zhejiang gebouwd. Deze scheepswerf bouwde eerder al vijf van dit soort schepen. Bijzonder aan de Flinter Trader is de energiezuinigheid van het schip. Het verbruikt 25 procent minder brandstof dan vergelijkbare schepen. Met 8.000 ton, 128 meter lengte, twee eigen kranen en grote open box-shaped ruim is de **Flinter Trader** uitermate geschikt voor projectladingen zoals jachten en (delen van) windmolens en boorplatforms. Daarnaast is het een echt multipurpose-schip. In het ruim zullen ook hoogwaardige volumegoederen, zoals papier, hout en cellulose vervoerd gaan worden. Door in het ruim schotten te plaatsen kan echter ook bijvoorbeeld graan meegenomen worden. Aan dek kan zware lading zoals rollen staal meegenomen worden. De combinatie van eigen kranen en het feit dat de Flinter Trader volgens de hoogste Zweeds-Finse ijsklasse wordt gebouwd, betekent dat ze het hele jaar door wereldwijd ingezet gaat worden. De oplevering staat gepland voor januari 2012.



The **FLINTERRACHEL** seen at the Westerscheldt River - Photo : Henk de Winde (c)

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## EnerMech AS appointed as Accredited Service Centre for Reflex Marine personnel carriers in Norway

Expert in marine personnel transfer **Reflex Marine** has established an accredited service centre (ASC) in Norway for its industry-leading FROG and Toro personnel carriers. The company has appointed mechanical engineering specialist EnerMech AS as the accredited service centre in the region.



As part of an ongoing programme to ensure uniformly high standards of maintenance and safety for its clients, Reflex Marine has established accredited service centres in the UAE, Canada and the Caspian region, and plans to establish further centres in Singapore, the US and Brazil.



Reflex Marine's FROG personnel carrier has become widely adopted in Norway as the safest marine method of transferring personnel to and from offshore installations. The Norwegian offshore industry recognises the importance of well-planned marine personnel transfer operations that can be implemented safely in the case of emergencies, or when routine methods are unavailable.

Reflex Marine's business manager for Europe, Robin Proctor, said: "During the thorough accreditation process, EnerMech demonstrated the superior levels of competence and professionalism required to represent and support Reflex Marine's products and customers in the region, and we have established a partnership that is certain to greatly benefit our existing and future customers.

"This is part of our wider strategy to develop a global network of accredited service centres which will ensure that our customers, in any part of the world, receive the best local service possible." Customers of FROG and TORO personnel carriers in Norway now have a local manufacturer-

accredited partner to provide them with the highest standard of service and responsiveness. One of EnerMech AS's main business lines is the operation, inspection, maintenance, design, engineering and management of offshore cranes and lifting projects.

"When a customer wants to have a FROG or TORO serviced or inspected, or wants to upgrade, they now have a local expert in cranes and lifting, with a sound grasp of local compliance issues, to turn to. Operators can now benefit from an even better level of service for their FROG or TORO device, including frame agreements, training courses conducted in Norwegian, a comprehensive locally held stock of parts, and local inspection and maintenance services which are carried out by manufacturer-trained technicians," said Proctor.

Trond Møller, general manager of EnerMech AS, said: "This new partnership with Reflex Marine strengthens our offering in the cranes and lifting arena of the Norwegian energy industry. It will improve the way our customers implement and manage marine transfer operations. We will help them to select the right equipment, deliver training on transfer operations, and ensure that a proper inspection and maintenance programme is in place for the lifetime of every carrier."

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## **Teras Offshore Celebrates the Completion of our 9th Jacket Launch Project with TL Offshore**

**Teras Offshore Pte Ltd** (TERAS) has successfully completed another Jacket Launching project in Myanmar with their jacket launch barge, "**Lewel LB-1**" under charter to TL Offshore Sdn Bhd. Led by Project Team Leader Mr. Andy Low, the 4,650 ton worth of four-legged steel jacket was loaded onto **Lewel LB-1** from Batam, Indonesia; and was then transported to Yetagun C, Myanmar where it was launched. This project entails a 50-day charter covering transportation and installation of offshore facilities inclusive of the aforementioned steel jacket for **Yetagun C Phase**



**4 Development.** The **Lewek LB-1** was suited for this project due to its unique design which is niche and tailored specially for transporting and launching jackets up to 6,000 metric tonnes and transporting cargo weighing up to 25,000 metric tonnes. This 405 foot (length overall) barge is adequately equipped to handle the needs of jacket launching projects, specifically for a structure's intricate load arrangement on deck and structure repositioning for the launch thereafter. The sensitive ballast-adjustment system managed by their experienced operatives and technical team, can quickly control, adapt and fine tune the critical down-trim angle during jacket launches, which is an

absolutely essential and crucial aspect for the proceedings of such operations. With the completion of the recent charter with TLO, TERAS celebrates the successful completion of nine jacket launch projects since 2007.

## Seaway Heavy Lifting

### Offshore installation

- Platform installations and removals
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### Seaway Heavy Lifting



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The Netherlands  
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## CUMMINS NAMES JENNY BUSH GENERAL MANAGER – COMMERCIAL MARINE

**Cummins Inc.** has named **Jenny Bush** General Manager for the Commercial Marine Business. Working in close cooperation with the Cummins distributor network, Bush will be responsible for all commercial marine business activities for the Engine Business Unit (EBU) globally, including business development and support. She will be located in Charleston, South Carolina and will report directly to Mark Levett, Vice President of the High Horsepower Engine Business.

Cummins has a wealth of experience within the marine industry and has developed into a large global player under Geoff Conrad's leadership," said Bush. "I am looking forward to getting to know our customers and learning how we can help them to succeed with their chosen applications. Cummins prides itself on putting our customers first, and our unique global presence can help our customers position themselves for growth wherever they are located." Jenny Bush has been with Cummins for over 15 years, serving in a variety of leadership roles within the business including service engineering for the oil & gas and automotive markets and distribution technical support in Europe, Middle East and Africa. As the General Manager for Cummins Generator Technologies' (CGT) European alternator business, Bush



grew sales from US\$145 million to over US\$280 million. Most recently, Bush led global purchasing and operations for CGT, during which time she developed key strategies that delivered considerable cost and efficiency benefits within the supply chain. Bush is a certified Six Sigma Black Belt, as well as a Mechanical Engineering graduate with an MBA in International Marketing, both from UK universities. Her unique and diverse background will help the Marine Business develop key strategic growth opportunities and at the same time ensure real customer value. Jenny Bush replaces Geoff Conrad who will serve as the QSK95 Account Executive for Commercial Marine. In this role, Conrad will be responsible for the marketing and product introduction for the new large engine platform announced earlier this month.



The **Pacific Palladium** seen prior commencing the rig-move of the **Emerald Driller** for interfield move in the Gulf of Thailand – **Photo : Richard Qualm (c)**

## **Cruise ships help boost economy**

IT HAS been a busy year for cruise ship ambassadors and is set to get even busier with two cruise ships to visit the region on Tuesday, December 13. **Rhapsody of the Sea** will arrive at Abel Point Marina and **Diamond Princess** at Shute Harbour and will bring with them almost 5000 passengers between them. It will be the first time two cruise ships have visited the region on the same day. Cruise ship ambassador Judi Dunn said the visitors would be an added boost to the region's economy. "It will be a huge day for the town," she said. **Ocean Princess** visited the Whitsundays on Tuesday and although it was the smallest cruise ship to visit the region this year, 570 passengers came off the ship. A total of 128 people booked tours while the others visited Airlie Beach. "All of the passengers were international with a lot of them being Americans, Canadians, British and European," Mrs Dunn said. "A large number commented that Airlie was the cleanest town they had visited on the cruise and [that] Australians are the most friendly." Passengers on board the cruise ship were on a 48-night cruise from Rome to Sydney and have visited countries such as Greece, Turkey, Jordan, Dubai, India, Singapore and Bali. "A large number said they would like to return to see more of the area," Mrs Dunn said. "Everyone took a holiday planner with them." A second double up of cruise ships on the same day will be on March 20 when **Ocean Princess** and **Diamond Princess** will bring about 3000 people to town. "The schedule for next year is looking very full already with 36 [cruise ships] noted," Mrs Dunn said. **Source : whitsundaytimes**



The **HSS DISCOVERY** departed again from Willemstad (Curacao) bound for Caracas Bay  
Photo : **Photo : Kees Bustraan** – <http://community.webshots.com/user/cornelis224> (c)

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## .... PHOTO OF THE DAY ....





Svitzer's **SINGAPORE** seen from the foremast whilst enroute Tauranga towing the **SMIT BORNEO**.  
Photo : Kees Drenth (c)