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**Above seen 2005 built LBR flag general cargo ship HR RECOMMENDATION off Grand Harbour, Malta on Wednesday 23rd November, 2011. She's the former BELUGA RECOMMENDATION and was handled by Malta Maritime Services**

**[maltamaritimeservices@gmail.com](mailto:maltamaritimeservices@gmail.com)**

**Photo : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©**


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## EVENTS, INCIDENTS & OPERATIONS

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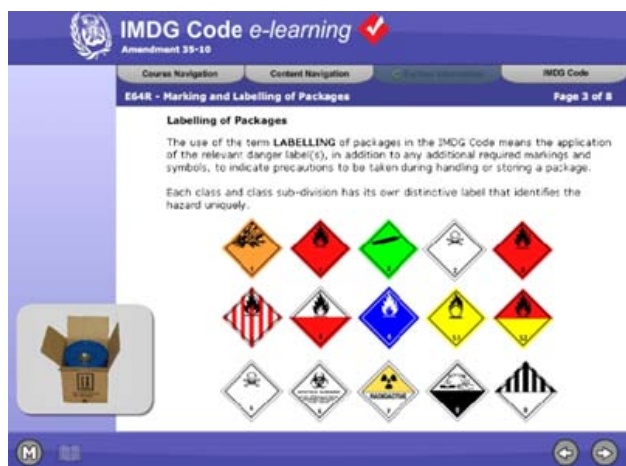


The **MAERSK KENSINGTON** seen anchored off Cape Town – Photo : Aad Noorland ©

## Exis Technologies launches IMDG Code e-learning Amendment 35-10 Refresher Course

Mandatory training for shore-side staff involved in dangerous goods transport by sea is a requirement of the IMDG Code. Shore-side staff that require IMDG Code training include shippers, freight forwarders, container packers and consolidators, shipping line booking staff, stevedores, port and terminal operators. Exis has developed the computer-based training tool, IMDG Code e-learning, with the support of the International Maritime Organization and industry bodies to address the urgent need to train large numbers of staff worldwide economically and flexibly, but to a high standard. The course is in use by thousands of students worldwide. Exis has recently launched an IMDG Code e-learning "Refresher Course" to train staff in the changes from Amendment 34-08 of the IMDG Code to Amendment 35-10, and to provide a general refresh of the Code.





The Refresher Course will take the effort out of re-training for the new Amendment for those individuals that have already taken an Amendment 34-08 course, either online or classroom based. With prices starting at GBP 60 per student, and discounts for multiple purchases, it is a cost-effective way of ensuring that staff are up to date with the provisions of the IMDG Code. The course is available for the web and company intranets. There are three levels of Amendment 35-10 IMDG Code e-learning training for shore side staff that have not received previous training, or for those individuals that wish to take the full course again:-

- General awareness- for staff requiring a familiarisation with the IMDG Code requirements. The IMDG Code e-learning on the Web General Awareness course is now

available to purchase. Function-specific- for staff directly involved in dangerous goods transport.

- The function specific course configuration follows the recommended training needs in 1.3.1.5 and 1.3.1.6 of the IMDG Code. The IMDG Code e-learning on the Web Function Specific course will be available to purchase from May 2011.
- Advanced Course – in-depth training on all aspects of the IMDG Code The courses are available for the web, company intranet or as SCORM content for learning management systems. IMDG Code e-learning is independently certified by Det Norske Veritas (DNV), one of the world's leading classification societies.

The course is sponsored by the TT Club and supported by ICHCA (International Cargo Handling Association).



The tug **CORBIN FOSS** belonging to **FOSS Maritime**. An unusual visitor to Gibraltar. Arrived on 20 November 2011 towing the dumb Barge **MWB 403** which has now gone into Gibdock Ltd for repairs. According to Port Movements for that date, the **CORBIN FOSS** arrived from Limbe, Cameroon and thereafter to Louisiana. **Photo : Francis Ferro ©**





Above seen the 2008 built BMU flag super yacht **A** owned by Andrey Melnichenko entering Grand Harbour, Malta on Thursday 8th December, 2011. Photo : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©

## Fredriksen gives massive backing to Frontline restructuring plan

John Fredriksen controlled Hemen Holding Ltd. is giving more than \$505 million in guarantees to restructure Frontline Ltd. in a solution that will see the world's largest tanker company carved into two. The restructuring has been approved by Frontline's Board and will soon be put to creditors and counterparties for approval.

A new company, Frontline 2012, will be established and registered on the NOTC list in Oslo. Frontline 2012 will acquire five VLCC newbuilding contracts, six modern VLCCs and four modern Suezmax tankers from Frontline at fair market value. The value of these vessels, including the value of one time charter agreement, is set at \$1,121 million, based on independent assessments. In addition, Frontline 2012 will assume a total of \$666 million in bank debt attached to the newbuilding contracts and vessels and a further \$325.5 million in remaining newbuilding commitments. Further Frontline will be paid for working capital related to the assets acquired. Frontline 2012's ambition is to "grow and become the consolidator in the tanker market when timing is right." Frontline has achieved preliminary agreements with its major counterparts that will see the rates in the existing chartering arrangements reduced in the period 2012 to 2015. This includes a rate reduction in the existing Ship Finance International Limited ("Ship Finance") agreements of \$6,500 per day for all vessels. Frontline will pay Ship Finance an up front compensation of \$106 million of which \$50 million will be prepayment of profit split and \$56 million will be a release of restricted cash currently serving as security for charter payments. Frontline will compensate the counterparties with 100 percent of any difference between the renegotiated rates and the actual market rate up to the original contract rates. Some of the counterparties will receive some compensation for earnings achieved above original contract rates.

Frontline 2012 plans to raise new equity in the amount of \$250 million, of which Frontline will subscribe for 10 percent. A commitment for the underwriting of the remaining equity issuance has been received from Hemen. This commitment is subject only to final agreement with the banks and major counterparts. The purchase of the assets from Frontline is based on fair market value supported by independent appraisals. However the Board of Frontline 2012 and the guarantor of the Frontline 2012 equity will to the extent permissible by securities law, seek to give preference to Frontline equity holders to subscribe to the new capital in Frontline 2012. In view of the fact that the transaction is based on current market values there will not be given any tradable rights for subscription.



The **FRONT VANGUARD** seen moored in Rotterdam-Caland Canal – Photo : Robert Smith ©

The equity raised through the issue will be used to finance the acquisition of the vessels and newbuilding contracts from Frontline, pay for working capital, prepay senior secured debt, general corporate purposes and capitalize Frontline 2012 with cash. Hemen will give a special guarantee of \$250.5 million to make sure that all necessary debt and equity is in place to take delivery of the full remaining newbuilding program. In addition, Hemen will provide a guarantee of \$30 million to satisfy minimum cash requirements in Frontline 2012. Terms of these guarantee are still to be finalized, however Hemen have agreed that any guarantee fee should be paid in shares. Hemen is giving total guarantees of \$505.5 million in order to restructure Frontline and establish Frontline 2012. These guarantees are valid until December 31, 2011, and are given on the basis that a successful restructuring can be agreed prior to December 31, 2011 and Frontline thereby can avoid any breaches of loan covenants as per year end.

If the proposed solution is approved, says a statement issued today, Frontline should have significant strength to honor its obligations and meet the challenges created by a very weak tanker market. The company's sailing fleet, excluding the non recourse subsidiary ITCL, will be reduced from 50 units to 40 units. The cash in the company will be increased with approximately \$125 million. The newbuilding commitments will be reduced from \$437.9 million to \$112.4 million. The bank debt will be reduced from \$679 million to \$13 million. The gross charter payment commitment will be reduced by approximately \$336 million in the period 2012-2015. When including the earnings from charter out agreements, the estimated daily cash break even rates for VLCCs and Suezmaxes in 2012 will be reduced from \$25,600 and \$20,800 to \$17,600 and \$12,800, respectively. All the numbers above exclude the non recourse subsidiary ITCL.

Frontline will, with the restructured cash break even rates and the solid cash position, be amongst the best positioned tanker companies to serve its obligations even if the market remains very weak. Until a clearer sign of recovery can be seen in the tanker market, Frontline will remain cautious and focus its resources on present activities. "Through the solution of the sale of a limited amount of the company's assets, Frontline will avoid a heavy dilutive new equity offering and will thereby keep significant upside for the existing Frontline equity holders if the market recovers in the years to come," says today's statement. The Chief Executive of Frontline Management AS, Jens Martin Jensen, says in a comment: "In this very difficult situation we are extremely pleased with the understanding and flexibility shown by our leading banks and the major counterparts. We feel that significant upside will be kept for Frontline's existing equity holders through the massive reduction in debt and newbuilding obligations that the proposed solution will bring. With the restructured cash break even rates Frontline will be extremely well positioned to meet the challenges the current oversupply of tankers has created and also benefit from a recovery in the tanker market going forward. We want to thank all the parties who have contributed to this solution, which ultimately, if implemented, will give significant extra value to our creditors, counterparties and equity holders."





The **MOTION SCAN** seen on her maiden voyage enroute Panama  
Photo : **FLYING FOCUS** luchtfotografie - [www.flyingfocus.nl](http://www.flyingfocus.nl) ©

## Subsea 7 obtains competition clearance in Brazil



The **ACERGY CONDOR** seen backing up towards Bavit spoolbase in Vitória, Brazil to load flexibles.  
Photo : **Mick Edses – Normand Seven** ©

Subsea 7 has announced that antitrust clearance has been granted from the relevant Brazilian authorities. On July 9, 2010 Acergy SA and Subsea 7 Inc submitted their application to the Brazilian antitrust authorities. On November 23, 2011 unconditional clearance was issued unanimously by the board of the Administrative Council for Economic Defense (CADE), the Brazilian antitrust deciding entity. The clearance completes the regulatory approvals required from the relevant antitrust authorities in certain jurisdictions regarding the combination of Subsea 7 SA (formerly Acergy SA) and Subsea 7 Inc.

## Fairmount Expedition delivers Castor topside in Spain

Fairmount Marine's powerful tug **Fairmount Expedition** has safely delivered a 18,000 ton topside for process, utilities and living quarters for the Castor project offshore Spain. The topside was loaded onto Heerema's **H-541** barge and towed from Corpus Christi towards Spain. The Castor project is a 1,3 billion cubic meters submarine gas storage project at a depth of 1,800 metres, 12 miles offshore Valencia at the east coast of Spain in the Mediterranean Sea. The topside was build in Corpus Christi, US.



Fairmount Marine was hired for the towage across the North Atlantic by Heerema Marine Contractors. Tug **Fairmount Expedition** had to mobilize the barge **H-541** from Flushing, the Netherlands, to the US first. Upon arrival of tug and tow in Corpus Christi, the topside was loaded onto the barge, where after the barge was prepared for towage across the North Atlantic. On the morning of October 12th, the **Fairmount Expedition** crew started with preparations for the towage connection. After the towage connection was established the convoy left Corpus Christi around noon the same day. In the meanwhile Heerema Marine Contractors crane vessel Thialf was brought into position in the Castor field in order to install the topside which was being delivered by **Fairmount Expedition**. **Fairmount Expedition** maintained stand-by in the Castor field. Once the topside was taken of the barge **H-541**, **Fairmount Expedition** commenced demobilization of the barge.



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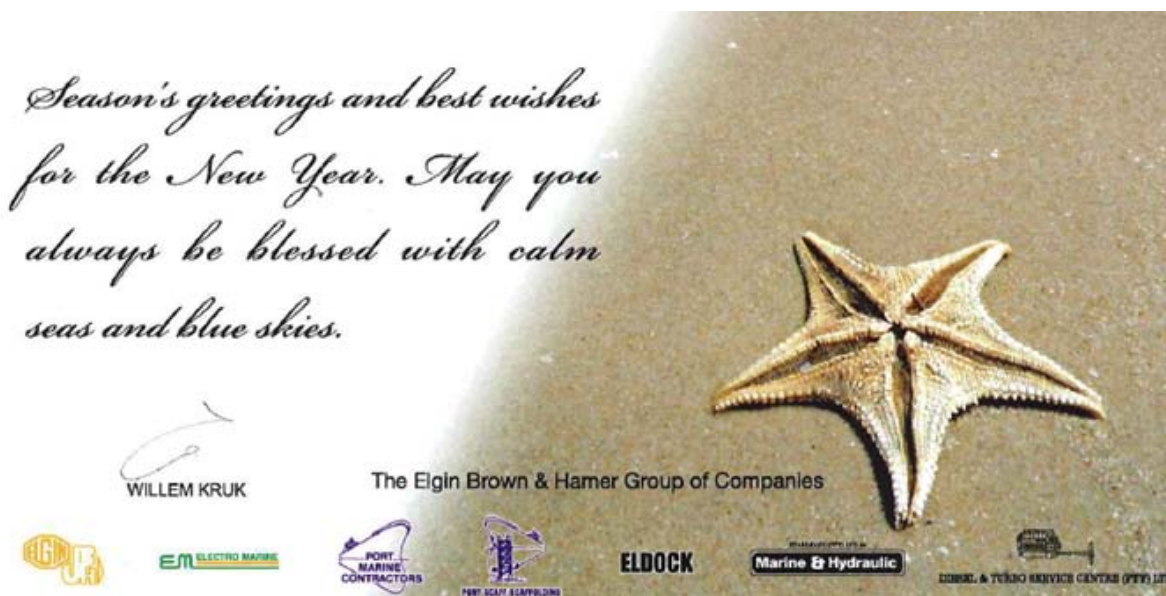
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## Divided View



According to Lloyd's List, the shipping industry is currently divided on the use of citadels. There are some who see citadels as a valuable part of a layered defence system, whereby others liken them to an ostrich approach to security – burying your head and hoping for the best.

Actually some observers have gone further according to a recent article, as one investigator claims that using a citadel is no better than "hiding under a duvet". However, while the descriptions may be compelling, it appears the facts rather fly in the face of this thinking. According to Dryad Maritime, citadels have saved crews in 87% of recent successful pirate boardings. The compelling statistics were delivered at the recent Security Association for the Maritime Industry (SAMI), Citadel Symposium – held onboard the HQS Wellington in London. SAMI's Steven Jones said the issue of shipboard citadels is one of the most complex and divisive in the industry, and these seem to confirm that. "Citadels are a potentially vital part of a layered shipboard defence. Get it right and they can save an entire crew; get it wrong and you could be consigning them to death. Citadels are giving even the most senior and seasoned of maritime professionals sleepless nights, and concerns about the way they are created, the facilities they contain and the actual ability of them to withstand attack are real problems." It was also noted at the event that while the navies are doing a great job with limited assets in the Indian Ocean their limited numbers could mean that a crew had to occupy the citadel for some days before a naval ship could reach them. It said this required considerable thought and planning. It was also claimed that owners, naval architects and ship builders are not addressing the citadel issue at an early enough stage. Barriers included cost issues and uncertainty over how long the threat would be evident. **Source :** ShipTalk



The **MSC SWAZILAND** seen anchored off Cape Town – **Photo : Aad Noorland ©**



## Free course for UAE students to get job in shipping and logistics industry

The Indian Institute of Logistics (IIL) will offer practical course for employment to fully accredited students in private and public sectors in the UAE at no cost for 90 days, said a media release. This initiative will open doors for students in India also to find jobs in the Middle East in a more structured way. Local candidates of the Middle East will now be able to certify with a specialized course in logistics and shipping. The Indian Institute of Logistics is affiliated with several renowned international universities such as the London School of Business Managements, UK. Transworld Group of Companies, DP World and Free Zone Ports have joined hands with this initiative to encourage practical training for interested candidates and promote “logistics” as an exclusive subject. UAE is one of the fastest growing hub for shipping and logistics and necessary measures were required to have a platform offering specialized programmes. This initiative taken, will work as an added benefit for all students seeking jobs and employers who are seeking relief from training and hiring incompetent individuals, to betterment the coming year 2012.

Since industry is expecting growth for the next year, it is necessary that specialized trained individuals are hired who understand the industry and do not have to spend time on training. IIL has organised a trade meet in Dubai to announce their concerns about the industry in the Middle East. The event was attended by DP World HR Director, Masoud Al Noori, Ritesh Rama Krishnnan, Director of Transworld Group of Companies, Dr. Abdul Sattar Ahmed Al Alusi-Chancellor of Ittihad University, Capt. VJ Pushpa Kumar- Director of Indian Institute of Logistics, Brian Mckerchar- Operations Manager, DA Desk FZE, and Sudesh Chaturvedi, Treasurer of the Dubai Shipping Agents Association, to discuss specialized programmes, job placements and internship benefits for accredited students from India and Dubai. **Source: Emirates 247**



The **AMALIA** seen arriving in IJmuiden – **Photo : Marcel Coster ©**

## NAVY NEWS



The guided-missile destroyer **USS Chung-Hoon (DDG 93)** completes a pass-in-review alongside the **USS Arizona Memorial** during the 70th anniversary of Pearl Harbor Day. Five thousand guests, including 125 Pearl Harbor survivors and other WWII veterans attended the National Park Service and U.S. Navy-hosted joint memorial ceremony at the Pearl Harbor Visitor Center. **Photo : US Navy**

## Essex Arrives in Manila for Port Visit

Forward-deployed amphibious assault ship **USS Essex (LHD 2)** arrived in Manila, Republic of the Philippines Nov. 30 for a port visit. The port visit allowed **Essex** Sailors and embarked Marines from the 31st Marine Expeditionary Unit the opportunity to enjoy some rest and relaxation and allow them to experience the Philippine culture.



"The Sailors and Marines aboard **Essex** have worked hard during PHIBLEX (Amphibious Landing Exercise) and the 31st MEU's certification exercise earlier in the fall," said Capt. David Fluker, **Essex** commanding officer. "This visit to Manila is a good opportunity for us to continue to build relationships and for the crew to get some well deserved time off in port."

**Essex** departed its forward-deployed port of Sasebo, Japan Sept. 23 and has participated

in a certification exercise with the 31st MEU and in PHIBLEX with the Armed Forces of the Philippines (AFP), which ran from Oct. 20-30. PHIBLEX is a bilateral training exercise designed to improve interoperability, increase readiness and continue to build professional and personal relationships with the Armed Forces of the Philippines. "It's great that the



Sailors and Marines of the **Essex Amphibious Ready Group** are getting to visit Manila and enjoy the strong ties that our two nations share," said Capt. Bradley Lee, commodore, Amphibious Squadron 11. "Ship visits and subject matter expert training are only two of a number of ongoing activities that we want to share with our Philippine partners under the framework of U.S.-Philippine navy cooperation." While in port, **Essex** Sailors and Marines will also have the opportunity to participate in tours offered by the ship's morale, welfare and recreation division, which include local cultural and historic locations, exploring regional attractions, and sampling the local cuisine.

"This is my first time pulling into Manila," said Intelligence Specialist Seaman Destini Harris. "I've heard good things, so it will be nice to experience a different part of the Philippines. I am looking forward to checking out Manila's historic side, and I've even signed up for an MWR tour." Many Sailors will also be able to spend time with their families and friends who are residents of the Philippines.

"I haven't seen my family in four years," said Culinary Specialist 1st Class (SW/AW) Minard Nicolas, enlisted galley supervisor and native of the Philippines. "I'm so excited that Essex came to Manila. It's a privilege for me to see the country I was born in. If I wasn't in the Navy, I don't think I would see Manila often. It's a free trip to see my family."

**Essex** is part of the **Essex Amphibious Ready Group**, which reports to Commander, Amphibious Force 7th Fleet, Rear Adm. J. Scott Jones, who is headquartered in Okinawa, Japan.



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Above seen the Royal Netherlands Navy Replenishment Ship HNLMS **ZUIDERKRUIS A832** after leaving Grand Harbour, Malta on Thursday 8th December, 2011 returning home arriving in Den Helder on the 15th December, 2011 where the AOR will be decommissioned from the Dutch navy.

**Photo : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©**

## HMS Victory to be restored

**HMS Victory**, the world's oldest commissioned warship, is to be returned to her former glory thanks to a 10-year restoration programme, the MOD announced. It will be the most extensive restoration of the 246 year old warship since she was repaired after the Battle of Trafalgar in 1805 as Lord Nelson's flagship.

The work will begin this month and be undertaken by BAE Systems Surface Ships at Portsmouth Naval base under a £16M contract awarded by the MOD. The restoration will include: the ship's masts, rigging and bowsprit; replacing side planking and removing decayed timber to replace with hand-fitted teak to maintain the structural integrity and the unique profile of the vessel.

Captain John Newell, Head of the HMS Victory support team at the MOD's Defence Equipment and Support organisation in Bristol, said: "This is a great opportunity to carry out the repairs needed to preserve the ship for the nation long term. BAE Systems Surface Ships has assembled a very experienced and world class team and we look forward to working with them."

Vice Admiral Charles Montgomery, Second Sea Lord and Commander in Chief of HMS Victory, said: "**HMS Victory** is an icon for the Royal Navy and the nation as a whole. This restoration project will enable future generations to experience for themselves a warship that has an enduring and far reaching effect on national and international history."

John O'Sullivan, BAE Systems Project Manager for **HMS Victory**, said: "This phase of restorative work is necessary to guarantee Victory's long term future and our project team are looking forward to getting started on the job of maintaining the ship for future generations to enjoy. "

The repairs will be carried out by Team Victory which is made up of shipwrights and other specialist staff employed by BAE Systems including traditional shipbuilders, Bell Rigging who are based in London and Gloucester based T Neilson & Company who specialise in traditional wooden shipbuilding skills. The contract has been signed for an initial five years with an option to extend for a further five sustaining a number of jobs at BAE Systems Surface Ships and maintaining traditional ship building skills in the UK. **Source: HMS.**

## Vernieuwing onderzeeboten stap dichterbij

Defensie heeft deze week een overeenkomst gesloten voor de herinrichting van de gevechtscentrales van de 4 onderzeeërs uit de **Walrus klasse**. Ook werd een contract getekend voor de levering van 4 Super High Frequency (SHF) satellietcommunicatiesystemen. De overeenkomsten maken deel uit van het Instandhoudingsprogramma Walrus klasse dat de inzetbaarheid van de Nederlandse onderzeeboten garandeert tot ten minste 2025.

De huidige werkplekken, die uit de jaren '70 dateren, voldoen niet meer aan de hedendaagse ergonomische en technische eisen. Op de nieuwe consoles komt uiteenlopende informatie op de werkplekken van de betreffende functionarissen samen. De hiervoor benodigde herinrichting kwam tot stand door het samenwerken van 4 industriële partners, TNO en Defensie. Zij hebben de gebruikerswensen, technische uitgangspunten en moderne ergonomische inzichten samengebracht.

### Mast

Het SHF-satellietcommunicatiesysteem voorziet in een groeiende behoefte om wereldwijd verzamelde informatie te delen met internationale en nationale partners. Dankzij het nieuwe systeem kunnen de boten namelijk contact maken met de Defensienetwerken. Zo beschikt de onderzeebootbemanning over dezelfde contactmogelijkheden als personeel aan boord van andere marineschepen. Met het vervangen van het satellietcommunicatiesysteem wordt ook de bestaande bakboord communicatiemast vervangen door een gemodificeerde mast.

### Instandhoudingsprogramma

Onder het Instandhoudingsprogramma Walrusklasse vallen verbeteringen aan onder meer het Combat Management Systeem, van waaruit de sensoren en wapens worden bediend, sonarsystemen, communicatiesystemen en zogenoemde platformsystemen die het schip laten varen. Ook wordt 1 van de periscopen vervangen door een moderne 'optronische mast'. In deze mast zijn alle optische functies gedigitaliseerd en zit een infrarood nachtzichtsysteem. De uitvoering van het programma start in 2013. **Bron : MINDEF**

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The **ACERGY EAGLE** seen in dry-dock at Shipdock no 3 – Amsterdam – **Photo : Geert Woord ©**

### Rongsheng bags 10 plus 10 suezmax order

China **Rongsheng Heavy Industries** has bagged an order for up to 20 suezmaxes from Global Union Shipping.

**Global Union Shipping** has placed firm order for 10 tankers of 156,000 dwt and options for 10 more. The vessels are due to be delivered between 2013 and 2014. "The new order not only boosts the group's orderbook of shipbuilding segment, but also consolidates our leading position in the global suezmax shipbuilding market. China Rongsheng Heavy Industries has managed to secure a series of new shipbuilding orders despite the unfavorable market situation," said Chen Qiang, ceo and executive director of **Rongsheng**. This year the shipbuilder has received orders worth over \$2bn in total. **Source : Seatrade asia**

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# Arctech Helsinki Shipyard Wins Contract

**Arctech Helsinki Shipyard** has been awarded a contract to build a multipurpose emergency and rescue vessel for Russian Ministry of Transport. The contract has been awarded together with Shipyard Yantar JSC. The value of the order is about EUR 76 million. The project will start immediately and the vessel will be delivered to the customer in December 2013. The hull of the vessel will be built by Shipyard Yantar, which is one of the shipyards belonging to United Shipbuilding Corporation, the Russian part owner of Arctech. The outfitting and finalizing of the vessel will be done by Arctech in Helsinki. "This order re-confirms Arctech Helsinki Shipyard's world class position in the design and production of the most advanced and sophisticated ice-breaking and arctic tonnage. This order is very important for Arctech as it is a completely new design and it will give us a good workload during 2012 and 2013", says Esko Mustamäki, Managing Director of **Arctech Helsinki Shipyard**. This new and unique multipurpose emergency and rescue icebreaker represents a completely new type of oil spill combat technology. The design of the vessel is based on ARC 100 concept, which has been developed by Aker Arctic Technology for **Arctech Helsinki Shipyard**. The vessel features a patented oblique design with asymmetric hull and three azimuthing propulsors, which allow the vessel to operate efficiently ahead, astern and obliquely (sideways). The vessel can proceed on a continuous mode in 1.0 m thick level ice both ahead and astern and in oblique mode she will be able to generate 50 m wide channel in 0.6 m level ice. The vessel will be used in icebreaking operations and sea towing of vessels and floating facilities and also features a very advanced oil recovery system suitable for operation even in heavy waves. The vessel measures 76,4 m in length and 20,5 m in breadth. The three main diesel generator sets have the total power of 9 MW. The total propulsion power is about 7 MW. "Oil combat in ice conditions is one of the major challenges for the international oil industry. After many years of development work the oblique icebreaker concept represents a new approach for a solution", says Mikko Niini, Managing Director of Aker Arctic. **Source : MarineLink**

## ROUTE, PORTS & SERVICES



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Above seen the Semi submersible heavy lift vessel **Fjord** with a fresh cargo on its deck seen in a Harmattan covered Lagos. **Photo : Bart Claassen ©**



## Diana Shipping Inc. Announces Time Charter Contract for m/v Leto

**Diana Shipping Inc.**, a global shipping company specializing in the ownership and operation of dry bulk vessels, today announced that it has entered into a time charter contract with EDF Trading Ltd., London, for one of its Panamax dry bulk carriers, the m/v "**Vathy**" to be renamed "**Leto**," at a gross charter rate of US\$12,900 per day, minus a 5% commission paid to third parties, for a period of minimum twenty-four (24) months to maximum thirty-four (34) months. The charter is expected to commence upon delivery of the vessel to the Company.

As previously announced on November 18, 2011, the above mentioned vessel is a 2010 built Panamax dry bulk carrier of 81,297 dwt, that the Company entered into an agreement to purchase in November 2011. The vessel is expected to be delivered to the Company by the sellers during the first quarter of 2012. This employment is anticipated to generate approximately US\$9.3 million of gross revenue for the minimum scheduled period of the charter. **Source:** Diana Shipping



The **JUMBO JAVELIN** seen in Cape Town – Photo : Ian Shiffman ©

## Subic groomed as cruise stop

The recent launching of the Asian Cruise Terminal Association (ACTA) has given this premier Freeport a big boost to becoming the next cruise ship destination. The group is seeking to provide a unified marketing platform for the cruise ship industry in the Asian region.

Subic Bay Metropolitan Authority (SBMA) Deputy Administrator for Business Raul Marcelo said cruise ship operators are expected to turn to Asian destinations as economies in Europe and the United States falter. Marcelo, who represented the SBMA at the ACTA inauguration in Singapore, said that SBMA's membership in the cruise terminal group would set the stage for Subic's eventual establishment as a cruise ship destination. "We have a very good reason to be optimistic about this, because not only does Subic have deep harbor and ports, it also has tourism facilities and tourism attractions. Then, Subic's connectivity to other destinations in Luzon would also boost its potential as a good cruise terminal," Marcelo said. "With the formal launching of ACTA, Subic would have the network to bank on for support. We'd grow as ACTA grow," he added. Subic became a founding member of ACTA when it was organized last year by

Singapore Cruise Centre Pte Ltd. (SCC) and other terminal operators in China, Taiwan, Japan, Korea, Sri Lanka and India — the lone port to represent the Philippines.

The SBMA said that Subic's entry into ACTA was a strategic move because the agency was targeting major players in the industry to make Subic part of their cruise itinerary. After Subic has been established as a cruise ship destination, the economic impact will trickle down to local businesses in terms of providing supplies, fuel, food, and even manpower, the SBMA said. Marcelo said the SBMA has made a strong impression for Subic when SCCPL vice president Ivan Ng and other ACTA officials visited Subic early this year and determined that it has all what it takes to be a cruise ship destination.

In particular, the cruise ship terminal operators noted Subic's port infrastructure, deep natural harbor, support facilities, security, and tourist attractions. With the launching of ACTA, Marcelo said that Subic stands to get a windfall from the cruise industry, which also eyes the growing number of wealthy Asians as a "source market." He added that other ACTA members have already announced plans to expand their facilities because of the expected inflow of more tourists. This is especially true with the Singapore Cruise Center, which is in the midst of a S\$14-million upgrade; Shanghai Wusongkou (WSK) International Cruise Terminal, which forecasts a passenger throughput of 300,000 in 2012 and 800,000 in 2016; Taiwan's Port of Keelung, which sees a 460,000 throughput by the end of 2011 from 116,300 in 2006; and the Japanese port of Sakai, which has increased its passenger traffic by more than 10 times.

Source : Manila Bulletin



The **Saga Pearl II** seen arriving at Southampton on 7th December from Lisbon. She departed later the same day for Ghent. The **Saga Pearl II** is to be transferred to the company's Spirit of Adventure brand and will be renamed **Quest for Adventure**. Her farewell cruise for the Saga brand is due to depart from Southampton on 22nd April 2012. **Saga Pearl II** will be replaced by Saga's new ship the **Saga Sapphire**, acquired from Croisieres de France who currently operate her as the Bleu de France. She enters service with Saga in March 2012.

Photo : Chris Brooks - [www.ShipFoto.co.uk](http://www.ShipFoto.co.uk) ©

## Tauranga Port wins \$20m Maersk deal

Port of Tauranga has won a major shipping line service worth nearly \$20 million a year. Maersk Line has permanently shifted its Southern Star container shipping service from Auckland to Tauranga Bay Of Plenty Times reports. The container vessel, Euromax, will make the first Tauranga call this Saturday on the weekly NZ1 Southern Star service, at present jointly operated by Maersk Line and Malaysia International Shipping Corporation Berhad (MISC).

It is the sixth new shipping service for Tauranga this year, and the latest business will bring in nearly \$20 million a year for the port company. Port of Tauranga chief executive Mark Cairns said his company had been lobbying for the important Southern Star service over the past eight months but "I guess the strike [in Auckland] was the straw that broke the camel's back. It's great news for the port. We have been working to attract a new import ship call to Tauranga to better balance our MetroPort rail shuttle service to and from Auckland," he said. Maersk Line New Zealand



trade and marketing manager Dave Gulik said industrial unrest at Ports of Auckland had played a part in the decision to alter the service. "The security of supply chain is of primary importance to our customers, so anything affecting that, or likely to affect that in the future, will come into the equation when we are deciding schedules," he said. Ports of Auckland postponed mediation with Maritime Union of New Zealand yesterday after it learned it had lost one of its largest shipping services.

The Southern Star service will bring another 50,000-70,000 TEUs (20-foot equivalent containers) a year to the Sulphur Point terminal, taking the total volume to well over 600,000 and revenue to more than \$200 million. Port of Tauranga handled 590,500 containers during its last financial year, and it had total revenue of \$185 million. Mr Cairns said the new business has the potential of adding another \$2.5 million net profit over the next seven months to the end of its latest financial year on June 30, 2012, and it was on course to reach a record profit of \$64-\$67 million. During that seven-month period, there would also be a 25 per cent increase in container movements. He said the Southern Star service will be reviewed next June when MISC withdraws from container line shipping globally.

"The service fits nicely into the Saturday window when a lot of the trains going back to Auckland are empty. We want to keep our head down and make sure we deliver on the service," Mr Cairns said. Mr Gulik said most of the export cargoes presently shipped out of Auckland are coming out of the Waikato-Bay of Plenty region and those exporters' transport and logistics operations tend to be port-neutral. Any change to total transit time is likely to be a matter of hours at the most. The Employers and Manufacturers Association (EMA) said shifting more containers to and from Tauranga won't help the carbon footprint with unnecessary rail freight and more trucks on the road. "We certainly hope this is not the beginning of an exodus of work from Ports of Auckland," said EMA's chief executive, Kim Campbell.

Five years ago, Maersk announced that it was using Auckland as its North Island hub for container vessel calls but over time the big shipping line has gravitated back to Tauranga. "The industrial relations has a significant bearing on this. We've kept our nose clean, done the hard work on costs and productivity, planned a \$150 million capital expenditure programme, and ensured we will be here in 20 to 50 years time," Mr Cairns said. Earlier this year, Maersk added Tauranga as a call for its Northern Star service, while maintaining Auckland. The "Two Stars" provide New Zealand shippers with direct access to the Asian hub ports of Port Klang and Tanjung Pelepas in Malaysia. The Northern Star service takes in Singapore and Brisbane as well. **Source : PortNews**



The **IEVOLI SHINE** seen enroute Rotterdam – **Photo : Henk van der Heijden ©**

## Liberia: First Seamen Hired On Liberian Ships

Singaporean shipping company in the Far East has agreed to hire the first batch of 16 Liberian seafarers on eight of its vessels plying international waters with Liberians flags. NOS Ship-Management is an ISO-9001: 2008 certified ship management company, operating in Singapore and Panama controlling Liberian flag vessels, which include oil tankers, bulk carriers and other cargo vessels. During a Collective Bargaining Agreement (CBA) signed Tuesday between the NOS Shipping Company of Singapore and the United Seamen Ports & General Workers Union of Liberia (USPOGUL), Seafarers Section, the President of Seafarers Section of Liberia, Mother T. Kpume said Liberians seafarers could start getting hired as early as January 2012. "We are calling on all Liberian Flag state ships to emulate the good example of the NOS Shipping Company for providing employment for the Liberian Seafarers. We hope that this process will continue in order to have more than 3,000 Liberian seafarers employed on board sea going vessels plying the Liberian

Flag," Kpumeh said. After fourteen years of unemployment of Liberian seafarers, she noted: "This was a great opportunity for Liberian seafarers that one of the shipping companies from the Far East registered under the Liberian Flag has given us the opportunity for seafarers' employment on their vessels, " In remarks, Liberia Maritime Authority (LMA) Commissioner Beyan Kesselly praised the Liberian Seafarers, who he said, "practically harassed" the NOS to hire Liberians. "As we anticipate more Liberian registered shipping companies to follow the example of NOS, the LMA will step up its training of seafarers so they are available when the need arises," Mr. Kesselly added. Other Seafarer officials present at the Collective Bargaining ceremony included Mr. Freeman T. Gueh, president, United Seamen Union; Arthur S. Massaquoi, secretary-general, United Seamen Union and Rev. Fr. Edward K. Gbe, port chaplain.

Source: New Democrat



The dredger **RIO** seen moored in IJmuiden for maintenance – Photo : Hans Blomvliet ©

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## Port of Rotterdam: Record throughput in October



Photo : Rik van Marle ©

In October, the port of Rotterdam recorded the highest throughput ever within a month. The terminals handled 38.4 million tonnes of cargo. The previous record dates back to May 2008 when 37.8 million tonnes were loaded and unloaded. The Port of Rotterdam Authority expects the throughput for the whole year, to grow with 1 to 2 percent as compared to 2010. That year, 430 million tonnes were handled, 11 percent more than in the crisis year 2009. **Source:** ANP



## Technip completes acquisition of Global Industries

**Technip** has completed the acquisition of Global Industries. The shareholders of Global Industries approved the merger at a special shareholders meeting held on November 30th 2011 and will receive US\$8.00 per share in cash. Global Industries has become an indirect, wholly-owned subsidiary of Technip and trading of its shares has been suspended.

The completion of the merger will allow the integration of Global Industries into Technip to begin, thus benefiting Technip's and Global Industries' employees and clients, who have been very supportive of the transaction.

Technip said the initial integration planning carried out since the announcement has confirmed the rationale for bringing Technip's subsea activities and those of Global Industries together. **Source : Offshore Shipping Online**



**SMIT BORNEO** under tow of **SVITZER SINGAPORE** departing the Port of Tauranga with Mount Maunganui in the background on the way out to the wreck of **RENA**. - Photo : Nick Haslam - LOC ©

## Tanah Ampo to serve as main cruise ship terminal in Bali

The resort island of Bali will be able to receive more large cruise ships when the expansion of the Tanah Ampo Cruise Terminal is completed in 2013. Head of the National Development Planning Agency (Bappenas) Armida Alisjahbana said in Jakarta on Tuesday that the expansion of the Tanah Ampo port would be one of the infrastructure projects offered to investors under a public private partnership (PPP) program. Tanah Ampo seaport in Karangasem, Bali, is currently being operated by port operator Pelindo III and the local government. The expansion project will include the extension of its wharf to enable it to receive cruise ships with international standards of between 300 to 500 meters in length.

At present, it can only receive cruise ships of 154 meters in length. The cruise ships, however, should drop anchor some 400 meters away from the wharf and small boats will transport the passengers and crew to a floating jetty to reach the terminal. Armida said the preparation for the auction of the Tanah Ampo expansion project was almost complete. Many investors have expressed an interest in competing for the tender, including a Singapore-based port operator, she added. According to data, the Tanah Ampo cruise terminal expansion will cost about US\$28.3 million (Rp 255 billion). Meanwhile, Deputy Transportation Minister Bambang Susantono said Tanah Ampo was expected to become the main hub for cruise ships in Indonesia in 2013, while Denpasar's Benoa Port would be the second hub.



"Pelindo III will repair Benoa because there is a constraint in the port's sea groove," Bambang told the Post. Benoa is considered a suitable place to make a stopover due to its strategic position for ship routes sailing the southern regions of Asia and Australia. Data from the Benoa Port office shows that, on average, 20 percent of cruise ships' passengers disembark at ports, with each tourist spending around \$45 at every stop. It also reveals that ships' crews account for 40 percent of visitors and spend around \$30 each.

In addition, according to data from the Tourism and Creative Economy Ministry, as of September 2011, 178 cruise ships had docked in Indonesia, bringing 113,766 passengers, while in 2010, that figure stood at 198 cruise ships with a total of 94,228 passengers. In 2012, the data indicates as many as 215 cruise ships are scheduled to visit Indonesian ports, bringing 137,279 passengers. **Source : thejakartapost**



The **VERITAS VIKING** seen departing from Willemstad (Curacao)  
**Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)**

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



The **ABIS BERGEN** seen encountering a North-westerly BFT 7  
Photo : FLYING FOCUS luchtfotografie - [www.flyingfocus.nl](http://www.flyingfocus.nl) ©