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**Van Oord's VOLVOX ASIA seen operating at Singapore Jurong - Photo : Piet Sinke ©**

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The **KHK VISION** seen leaving Keppel Shipyard Benoi Dock (Singapore) December 14<sup>th</sup> - Photo : Jonathan Lee ©

## LNG-Fueled Marine Industry at 48 Ships and Growing, Zeus Conference to Examine Implications

A survey of the marine industry by Zeus Development Corporation finds that 48 non-LNG-carrier ships will soon be fueled with LNG. In January, the company will host the World LNG Fuels Conference to discuss this trend. "Low natural gas prices make the switch to LNG-fuel tempting for some marine operators," said Tom Campbell, analyst at Zeus. "However, it is the enforcement of IMO emissions standards that is driving the trend." In 2015 and 2016, the International Maritime Organization's Tier III standards ratchet down sulfur and nitrogen oxide emissions in a 200



nautical mile radius around North America and Europe, known as emission control areas. The alternatives to LNG include scrubbers and after-exhaust treatment systems, which are expensive and cumbersome. "Fleets tend to use after-exhaust treatment systems for existing ships, but newbuild ships that can be designed for LNG's characteristics tend to use LNG," Campbell said. In the past two years, 11 new LNG-fueled ships have been built, Campbell notes. They vary from patrol vessels to fueling barges to tugboats and ferries. Within these categories, LNG usage varies from high-speed ferries to large cruiser ferries. A complete list can be obtained online at [www.zeusintel.com/ZeusEvents/WLNGF2012/VesselInventory.aspx](http://www.zeusintel.com/ZeusEvents/WLNGF2012/VesselInventory.aspx).

LNG-fuel is also beginning to take root in new geographic regions like South America and the Gulf of Mexico. Units are also being considered in Quebec, Washington State and New York. Alongside the trend are proposals for fueling facilities. New bunkering facilities are being discussed in Trinidad and Tobago, Dubai and Singapore. The marine industry will join on-land transportation companies in Houston January 25th and 26th to discuss fueling with LNG. Among the speakers at the World LNG Fuels Conference will be Shane Guidry, chairman & CEO of Harvey Gulf, which has ordered two LNG-fueled offshore service vessels, Captain James DeSimone, chief operations officer for the Staten Island Ferry, and Val Noel, president of Pacer Cartage, who is slated to take delivery of its first four of 40 LNG-fueled Kenworth T440 trucks for operation in Los Angeles. More information can be obtained online at <http://www.zeusintel.com/WLNGF2012>. Source: Zeus Development Corporation



The **GO RIGEL** from Bass Strait inbound off Portsea to Geelong 15-12-2011

Photo : Andrew Mackinnon – [www.aquamanships.com](http://www.aquamanships.com) ©

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## The Board of Oslo Børs imposes violation charges on Sevan Marine

At its meeting on 14 December 2011, the Board of Directors of **Oslo Børs** resolved to impose violation charges on **Sevan Marine** for a breach of the requirements for disclosure of information and for late publication of an information document.

The Board of **Oslo Børs** resolved to impose a violation charge on **Sevan Marine ASA** equivalent to six times the company's annual listing fee, i.e. NOK 1,231,950, for a breach of the company's ongoing duty to publicly disclose information pursuant to Sections 5-2 and 5-3 of the Securities Trading Act, cf. Securities Trading Act, Section 17-4, third paragraph and Section 15-1, cf. Securities Trading Regulations, Section 13-1. In addition, the Board resolved to impose a violation charge on the company equivalent to 1 times the company's annual listing fee, i.e. NOK 205,325, for a breach of the duty to publish an information document before the stipulated deadline, cf. Continuing Obligations, Section 3.5.4, cf. Section 15.4, and Stock Exchange Regulations Section 31.

This decision may be appealed to the Stock Exchange Appeals Committee pursuant to the provisions of Chapter 8 of the Stock Exchange Regulations. Any appeal must be submitted within two weeks. A brief summary of the case: Sevan Marine ASA issued a stock exchange announcement on 20 May that included information about the company's financial condition and about expected cost overruns for the upgrade of one of the company's FPSOs, Sevan Voyageur. Prior to issuing this announcement, Sevan Marine had been in contact with selected investors with a view to arranging a private placement of shares. In this connection, potential investors were given information on matters including the expected cost overruns. This information was considered to have the character of inside information. However, as a result of the investigations Oslo Børs carried out into the process mentioned in the days prior to the stock exchange announcement on 20 May, Oslo Børs is of the view that precise information on significant cost overruns was in existence by 3 May at the latest, and that the company's knowledge of this information must be deemed to be inside information that should have been disclosed to the market. Oslo Børs takes the view that the late disclosure of this information represents a serious breach of the company's duty to publicly disclose information. In addition, Oslo Børs also considers that the breach is exacerbated by the fact that the company was subject to violation charge earlier this year for a breach of the duty to disclose inside information (ruling by the Board of Oslo Børs dated 16 February 2011). The determination of the amount of the violation charge reflects the fact that this case relates to a repeated breach. In connection with the spin-off of the drilling activities of Sevan Marine, the company had a duty to prepare and publish an information document as soon as possible, and in any case no later than before the start of stock exchange trading on the 20th trading day after the company entered into the agreement for the spin-off of the drilling activities. The company's own view was that the deadline for publishing the information document expired on 26 May 2011, and Oslo Børs was in agreement with this view. In the event, the information document was completed and published by a stock exchange announcement issued on 18 July 2011. Oslo Børs is of the view that exceeding the deadline for the publication of the information document by seven and a half weeks represents a significant breach of the Oslo Børs Continuing Obligations. **Source: Oslo Børs**

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Above seen the 2011 built NIS flag and owned offshore supply ship **NEPTUNE DESPINA** entering Grand Harbour, Malta on Wednesday 14th December, 2011 for bunkers/stores during her maiden delivery voyage.

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



## 67-foot wave recorded off Irish coast

A wave measuring 67 feet -- the biggest ever to be recorded off Ireland -- hit the country's northwest shores on Tuesday, according to meteorologists. The Guardian newspaper reported that the wave was measured by a buoy about 60 miles off the Donegal coast during a fierce storm.

"At 14.00 Tuesday the M4 weather buoy off the Donegal coast recorded a maximum wave height of 20.4 meters which is the highest maximum wave recorded in Irish waters," the Irish meteorological service said on its website. The data from the buoy gave evidence of the most severe weather conditions recorded that distance from land, The Guardian reported, meteorologists said.

Much of the United Kingdom has been experiencing particularly stormy conditions over the past several days, with high winds of up to 80 mph in some areas, driving rain and blizzards. **Source : worldnews-MSNBC**

## POSH SEMCO LATEST



Last Thursday spotted the **POSH RESOLVE** and the **POSH RAPID** at the Selat Pauh anchorage in Singapore

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The 71.5 mtr long **POSH RAPID** and **POSH RESOLVE** are built at Paxocean Engineering Zhuhai Co., China, and powered by 2 x MAN B&W 8L27/38 diesels with a total output 2 x 3,970BHP for 111 ton BP - **Photo's : Piet Sinke ©**  
Above photo's can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)



## Two dead in fire aboard nuclear icebreaker

The nuclear-powered icebreaker "Vaygach" was 140 km from Dudinka when the fire broke out

Two crew members were killed and one other wounded when a fire broke out on the Russian nuclear-powered icebreaker "Vaygach" last Thursday morning. The icebreaker was escorting vessels north of Siberia when the fire broke out. There are no indications of radioactive leakage after the accident.

The fire broke out early morning east of the Kara Gate, while "Vaygach" was on its way from Dudinka to Murmansk. The fire was probably a result of a short-circuit in one of the living compartments, Komsomolskaya Pravda reports, citing Rosatomflot, the operator of the nuclear icebreaker fleet. It took the crew more than two hours to get control over the fire, which destroyed three living compartments. The vessel's sailing performance was not damaged in the fire and the fire never reached the reactor compartment. To crew members were killed in the accident while one other was seriously wounded and has been evacuated by helicopter to the mainland.

"Vaygach" was operating in the Gulf of Finland last winter, as BarentsObserver reported. In May 2011 there was another accident with a nuclear icebreaker in the same area, when "Taimyr" had leakages of cooling water from the reactor and had to be escorted out of the ice-covered Kara Sea. "Taimyr" and "Vaigach" are of the same class, river icebreakers with one reactor each. Both icebreakers are built in Finland. Source : BarentsObserver



## Good year for Dredging Supply Company

Dredging Supply Company (DSC) in the US says that, with the fourth quarter of 2011 coming to a close, DSC is making strides and expanding to more countries. "The company continues to outperform previous years' numbers, making each year a little more productive than the next," said DSC. In June 2011, DSC delivered the second of two 24in Dual Pump Marlin Class dredges. The new dredge was assembled, launched, and tested near Chittagong, Bangladesh by DSC's Sonny Lightsey and Chris Hunt. Earlier this year, DSC delivered the first dredge along with a multipurpose workboat, which will be used to support dredging operations. Both dredges are equipped with a 23m digging depth capability and are the deepest digging dredges in the country.

Bangladesh contains over 300 rivers; many of which are heavily silted and have not been dredged in nearly thirty years. The new equipment will be used to dredge the rivers in an effort to reduce potential flooding that inevitably follows regularly occurring natural disasters and to make the rivers more navigable for ship traffic. On the other side of the world, DSC delivered a 20-Inch Shark Class dredge to Belize in August 2011. DSC's David Miller and Eddie Cicardo launched, tested, and trained operators on their new equipment. The Shark class dredge will be used to deepen the channels to allow a cargo ship carrying bananas to pass more easily. After dredging, the ship will be able to take on more bananas to keep up with current supply and demand. On completing this dredging project, the dredge will be moved to Belize City where it will operate to maintain navigable waterways for cruise ships. This dredge will assist the Belize economy in allowing the exports of more bananas and the continuation of tourism in form of cruise passengers. Last month, DSC delivered a Wolverine dredge to Pijijiapan, a town in the Mexican state of Chiapas, on the coast of

the Pacific Ocean. Pijijiapan has a population of approximately 47,000 people that depend on local seafood as their main food source.

In 2005, the torrential rains of Hurricane Stan caused the area's rivers to become heavily silted, and as a result eradicated the area's aquaculture. The community was, literally, starving because of the devastating effects of the weather system. Maritima Eximexico devised a plan to dredge the lagoons, restoring the channels and allowing for a healthy ecosystem to promote aquaculture. The community was so excited that they welcomed their new dredge in a parade of about 400 small fishing boats and celebrated the dredge's arrival and the hope it brought. Since the dredge has been operating, there is already a noticeable increase in shrimp and fish, which comes at a good time as December marks the harvest season. Maritima Eximexico is working with a multidisciplinary team from the local university to create a beneficial use of the dredged material, which will be used to reintroduce mangroves to the area.



The latest newbuilding of Freire Shipyard Spain named **PEGASO** seen during sea trial at the bay of Vigo.

Photo : Reinier Kadijk ©

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## **Rickmers, Komrowski Plan to Merge**

**Alliance would create Germany's biggest vessel pool with 162 ships**

Leading German charter container ship owners **Erck Rickmers** and **Komrowski** unveiled plans for a merger, creating the nation's biggest vessel pool with 162 ships, including 120 box vessels, totaling 9.4 million tons. The ship management operations of **Rickmers'** shipowning unit **ER Schiffahrt**, and **Komrowski Befrachtungskontor** and the **Blue Star Shipping Company**, which is part of the **Komrowski group**, are being combined under a new company, **Blue Star Holding**.

The planned merger is expected to spur further consolidation among German ship owners, who control around 35 percent of the world's container ship fleet, and are under pressure from tumbling charter rates. The individual companies will retain their brand names. The companies said the merger, which is subject to approval from competition authorities and the Komrowski Group's banks, is scheduled to go ahead in the first quarter of 2012.



The companies said they plan to attract further shipowners as shareholders to create a fleet of between 200 and 250 ships. "This alliance is the continuation of an old Hanseatic tradition: different companies pool their strengths in order to confront the challenge of a difficult market environment with a joint strategy," said Ernst Peter Komrowski, owner of the Komrowski Group.

"Today's banks and charterers are looking for efficient structures and an internationally experienced management team. This is something the new company can provide, also to other shipping companies," said Nicholas Teller, CEO of E R Capital Holding. Rickmers is one of the world's biggest charter ship owners with 106 ships and newbuildings, including a series of 13,100 20-foot equivalent units vessels on order in South Korea. Komrowski has 56 ships, including the Blue Star fleet, acquired from A.P. Moller-Maersk in 2009, which has 11 8,400-TEU ships. It is also active in bulk and multipurpose shipping. The companies said they will not comment further on details of the planned merger as negotiations are ongoing. **Source : The Journal of Commerce Online**



HAL's **STATENDAM** seen 14 December from the 2011 delivered dredger **CSD QUIBIAN 1** whilst passing Gamboa along the Panama Canal (Southbound) **Photo : Ferry Hoogvorst ©**

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## 55 ships backed up at Port after wreck

The Houston Ship Channel had about 55 vessels awaiting passage after suspending operations Tuesday when fog hampered visibility, the U.S. Coast Guard said. There are 30 ships waiting to enter the channel — which serves the largest U.S. petroleum port — and 25 waiting to depart, a Coast Guard dispatcher told Bloomberg.

Two vessels collided Tuesday morning near the Texas City Dike between Galveston and Texas City, which led to the indefinite closure of the passageway. Pilots for the ports of Galveston and Texas City, closer to entrance of the ship channel, resumed operations Wednesday, the dispatcher said. **Source : .Houston Business Journal**

## CASUALTY REPORTING

### Storm lashes France, cargo ship runs aground

Storm winds and torrential rain lashed France on Friday, cutting off electricity supplies to hundreds of thousands of homes and sending a cargo ship aground off the northwestern Brittany coast, where it sprang a fuel leak. There were no reports of injuries as dozens of people were evacuated from flood-prone zones on the western Atlantic coast and 400,000 households were deprived of power, French Interior Minister Claude Gueant said. Wind gusts of up to 130 kph pounded France's western coast in the early hours of Friday, causing a cargo ship headed for Malta, the 109-metre **TK Bremen**, to run aground off Brittany. The crew were rescued by helicopter.



Photo : Marine Nationale NH-90 "Caïman Marine"

French television showed footage of black fuel washing up on a sandy beach in Brittany, although the damage is expected to be limited because the leak was coming from one compartment in the ship's supply of fuel, police said. Maritime authorities were planning to deploy equipment to contain a 1-km slick and empty the stricken ship's tanks of around more than 200 tons of fuel. Early on Friday the storm's heart hung over the northernmost Pas-de-Calais region of France and was headed eastward in the direction of Belgium, according to the latest update from France's national weather service. **Source : dailypress**

## SHIPYARD NEWS

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In Singapore the **MEGA BAKTI** was launched at the **Keppel-Singmarine yard** (Benoi) last Wednesday

Photo : Piet Sinke ©

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

## Jurong Shipyard bags \$291m accommodation rig order

Sembcorp Marine's subsidiary Jurong Shipyard won a \$291.6m contract to build an accommodation semi-submersible rig with options for two more units from Prosafe, owner and operator of accommodation and service rigs, Seatrade Asia Online reports. The DP unit is scheduled for delivery in the second quarter of 2014 for operations in the Norwegian continental shelf. "We have ordered this unit as we continue to see strong demand in the high-end segment of the accommodation rigs market," said Karl Ronny Klungtvedt, ceo of Prosafe. "We look forward in confidence to the timely delivery of this new generation of advanced semi-submersible accommodation rig." The semi-submersible accommodation rig is capable of operating gangway connected in deepwater and in harsh environments alongside fixed platforms, floating platforms and floating production and offloading vessels, with a full complement of deck cranes and fire-fighting capabilities.

## FSG books ConRo ferry order from Canadian customer

Germany's Flensburger Schiffbau Gesellschaft (FSG) reports that it has received an order from a Canadian customer for what, says the shipbuilder, will be one of the world's most environmentally friendly and innovative ConRo ferries.

The 210 m long ship will have a deadweight capacity of 19,000 tons, which is unusually high for ships of this type. It will feature a flexible layout of ramps and deck heights enabling the carriage of containers of various sizes, trucks, trailers and passenger autos. It will offer 1,700 lane m and space for 540 cars and 940 containers. The ship will feature a stern ramp, side ramps and fixed and suspended car decks. Antipollution measures will include an exhaust gas scrubber. **Source : MarineLog**



Above seen the **VENTURE G**, in Veracruz TNG dry-dock in Mexico. - Photo : Dirk Klok ©

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The **BSLE STAR** seen passing Terneuzen enroute Antwerp  
Photo : P., M. & Ph. van Luik - [www.shipsofterneuzen.nl](http://www.shipsofterneuzen.nl) ©





## Maputo port booms with private sector

South African exporters, frustrated by inefficiency and rising tariffs seek other outlets for their commodities and goods

ROADS were little more than rubble and there was barely sufficient working equipment to load cargo at Maputo port in 2003. Then Mozambique brought in Grindrod and DP World to operate the harbour. Since then, a coal-mining boom has fuelled expansion at the nation's ports. Rio Tinto bought Sydney-based Riversdale Mining for A\$3,4bn (\$3,4bn) in July to add 25-million tons of Mozambican coal to its annual output. "Rio Tinto has been buying assets in Mozambique, and they stand to be one of the significant beneficiaries there," Avior Research resource analyst Clinton Duncan says.

The number of ships docking at Maputo has almost doubled to 1030 a year since 2003, while coal exports have climbed from 1,5-million tons to more than 4-million tons, and chrome shipments are set to reach 2-million tons — a fivefold increase — the port's commercial manager, Ricardo Roberts, says. Mozambique is attracting exporters — Rio Tinto and Sappi — from SA, which is struggling with high port costs and a lack of rail capacity. Grindrod, Africa's largest shipping company, has gained 9,5% since August 15, paring losses this year to 23%, compared with a 0,3% increase in the benchmark FTSE-JSE Africa all share index. The median estimate of four analysts surveyed by Bloomberg is for the stock to gain 5,5% to R15,40 in the next 12 months.

"If you look at the infrastructure development in Mozambique, Grindrod is directly involved and will benefit from any developments at the port and the area around it," says Patrice Rassou, head of equities at Sanlam Investment Management. Exxaro Resources and Coal of Africa are bringing shipments from mines in northern SA to Maputo as the miners face restrictions in using Richards Bay port. A coal-mining boom is fuelling development in Mozambique after a 16-year civil war that ended in 1992 and destroyed infrastructure. Durban-based Grindrod is spending as much as \$800m to boost capacity by 20-million tons at the coal terminal in the next four years.

Cargo-handling capacity at the Maputo port, 460km north of Durban harbour, is set to climb to 50-million tons by 2030 from about 13-million tons at present, according to David Rennie, Grindrod's executive director of ports and terminals. Grindrod and DP World of Dubai each hold a 25% stake in the port and the government owns the rest. Rio Tinto and Rio de Janeiro-based Vale are investing in Beira and Nacala ports, north of Maputo, to serve their mines in the central region of the country. A former Portuguese colony, Mozambique has stabilised its economy since the end of a civil war that killed almost 1-million people, benefiting from debt relief and investment in large projects. The Mozal aluminium smelter, for instance, is 47%-owned by BHP Billiton, the world's largest mining company. The economy grew at an average 8% a year in the past decade and is forecast to grow 7,2% this year, according to the International Monetary Fund.

India and China are ramping up power and steel production to meet demands of growing populations, driving coal production in Mozambique. Annual output of the fuel in Mozambique is forecast to reach 20-million tons by 2015, about 8% of SA's output, from 35700 tons last year, according to Frost & Sullivan, a San Antonio research firm. Foreign investment in mining is set to reach \$14bn in the next four years — with \$9,5bn of it earmarked for coal. "Economic reforms, attractive mining sector policies and increasing infrastructure development have generated sustained economic growth rates in Mozambique," Christy Tawii, a research associate at Frost & Sullivan in Cape Town, says on its website. For South African coal miners, Maputo has become an alternative to get their exports to the East. Richards Bay Coal Terminal, Africa's biggest coal export facility, restricts access to smaller producers because it is

operated by shareholders including Anglo American and Xstrata . "Recent developments with Grindrod for the future development of the Maputo port are encouraging and our volume growth is aligned to the planned expansion in the rail and portside capacity," Coal of Africa CEO John Wallington says.

The improvement at Maputo is not just benefiting miners. Johannesburg-based Sappi, the world's largest maker of glossy paper, is considering using Maputo for shipments from its Nelspruit mill, in Mpumalanga, which borders on Mozambique. That would be cheaper and more efficient than SA's ports, which are owned and operated by the state, Glenn Adriaanse, Sappi's export manager, said in a phone interview from Durban last month. "We are seriously looking at ramping up production at our Nelspruit mill for export purposes," Mr Adriaanse says. "Mozambique is a serious option." **Source : businessday**

## Subsea 7 awards Huisman a contract for a 550mt Flex-lay system and a 400mt Offshore Mast Crane

Huisman, the specialist in lifting, drilling and subsea solutions, has secured a new contract with Subsea 7 to supply and install a 550mt Flex-lay system and a 400mt Offshore Mast Crane onboard their newest vessel. Delivery of the equipment is scheduled for 2014, installation will take place at Huisman Schiedam, The Netherlands. The vessel will be built by the IHC Offshore & Marine Shipyard in Krimpen aan den IJssel, also in The Netherlands.

The 550mt Flex-lay system will be the highest capacity flex-lay system onboard a pipelay vessel and will be designed and built for the installation of flexible pipelines in 3000m water depth. The tower is tiltable to allow connection of flexible risers to rigid pipelines which are retrieved from the seabed. The system's tensioners are retractable to allow for safe and efficient A&R and PLET installation procedures. They have been designed according to the most stringent requirements and are equipped with a Squeeze Control System which allows for accurate control of squeeze loads, also at low values. This is important when handling umbilicals. Huisman previously designed and built pipelay systems for a number of Subsea 7 vessels. A 600mt S-lay system for the "**Seven Borealis**" is currently under construction. The 400mt deepwater crane (up to 3000m) is equipped with a deepwater lowering system and an active heave compensation system to counter-act the vessel's heaving motion when landing a load on the seabed. These features will make it an efficient tool for the installation of heavy loads required for deepwater subsea production systems. The Huisman Mast Cranes are used within the industry for over 30 years and have become a standard in the design and construction of heavy lift cranes. A 5,000 Offshore Mast Crane for the another Subsea 7 vessel, the "**Seven Borealis**" has recently been load-tested.



The **DISNEY WONDER** seen anchored off Cabo San Lucas (Mexico) - **Photo : Jim Plug ©**



## ITF raises concern over Swanland loss

The ITF has highlighted the need for the Shipping Industry to urgently learn the lessons following the tragic loss of life on the **Swanland** ship and expressed our deepest sympathy to the seafarers' families involved. The ship perished in adverse weather conditions in the Irish Sea on Sunday 27th November 2011 with six seafarers losing their lives. At the current time we know that the ship's registered owner is in the UK, the ship manager is Torbulk UK and that the vessel was last surveyed by Lloyds Register. It was flagged in the Cook Islands but was trading around the UK Coastline.

The ITF is concerned as to how the ship came to break up in the Irish Sea and we urgently wish to establish all the facts surrounding the incident. We note that the MAIB are investigating. The ITF places on record its deepest sympathy for the families of the bereaved seafarers. The ITF's Russian affiliate, the Seafarers Union of Russia, is providing moral and financial support to the families and also communicating with the company. Given the background of UK Government cuts to the Coastguard, and the termination of the existing contract to Emergency Towing Vessels, this incident highlights the urgent need for the UK government to ensure there are sufficient resources to effectively police the UK Search and Rescue area.



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## SMIT EMOE AND SMIT KIWI GETTING READY TO DEPART FROM SINGAPORE



At the **ASL yard** in Singapore the tug **RT TANGO** was renamed in **SMIT EMOE** and the **RT SAMBA** in **SMIT KIWI** as can be seen at the photo's, after repainting the tugs, the departure of both tugs bound for Zeebrugge is set (at present) Tuesday 20-12, the delivery crews of **TOS** arrived onboard in the meantime - **Photo's : Piet Sinke ©**

## Maersk Line drops vessel sharing deal with CMA

Maersk Line, the container shipping arm of Danish conglomerate A.P. Moller-Maersk, will discontinue a vessel sharing agreement with French privately owned CMA CGM in mid-February and further develop its Daily Maersk service, Maersk said on Thursday, Reuters reports. With the discontinuation of the deal with CMA, Maersk Line will expand its Daily Maersk service into the ports of Zeebrugge, Hamburg and Le Havre from Shanghai, though the service's time promise does not apply on those corridors, Maersk Line said in a statement. The vessel sharing arrangement with CMA had consisted of five vessels from Maersk and five from CMA, a Maersk executive said. Up till now, the Daily Maersk service has been available between the Asian ports of Ningbo, Shanghai, Yantian and Tanjung Pelepas and the European ports of Felixstowe, Rotterdam and Bremerhaven. **Source : PortNews**



The brandnew **SVITZER THOR** (2011) tug from Svitzer (Denmark) with the barge **SMIT ANAMBAS** with destination Rotterdam seen passing the Kiel-Canal 15.12.2011, **note the new colours of the "funnels" of the Anambas**

**Photo : Tony Zech - [www.zech-photo.de](http://www.zech-photo.de) ©**

## **Freeport Indonesia workers to return to work today (Saturday)**

Striking workers at Freeport Indonesia will return to work today (Saturday) after agreeing to a pay deal to end a three-month dispute that has paralysed output at the world's second-biggest copper mine, a union official said on Wednesday, Reuters reports. Freeport McMoRan Copper & Gold Inc and the union are expected to sign a deal within days, which will include a pay rise of 37 percent over two years to end Indonesia's longest-running industrial dispute, the union has said. "The firm has asked us to mobilise workers back to work on December 17 and we have agreed as part of the pay deal," union field coordinator Hengki Binur told Reuters. The deal was meant to be signed on Tuesday but has been delayed, showing the timetable for the return of workers could also be pushed back. The level of benefits for workers and whether strikers should be penalised are seen as potential sticking points that could delay an agreement.

"We want one other condition -- we want a guarantee from Freeport and its units that the workers who have joined the strike will not get any problem when they return to work," said Binur. Freeport's CEO Richard Adkerson has been in Jakarta in recent weeks to help negotiate a deal with the union. The company, which has said it is losing 2 million pounds of copper and 3,000 ounces of gold in daily production, declined to comment on the pay talks. The strike action has helped support copper prices, which have been pushed lower on worries about weak global demand, so a resumption in output could be bearish for prices. Benchmark copper in London fell 0.9 percent on Wednesday. The strike in Papua has been running since mid-Sept, and the firm declared force majeure on its exports from Grasberg in



October, freeing it from contractual obligations. Even after workers return, it is likely to take some days to ramp up production, and longer to resume shipments since the firm needs to repair a sabotaged pipeline that takes metal concentrate from the mine to its port. The firm's operations have been crippled by attacks on pipelines, employees and blockades by workers and spear-wielding local tribesmen that have cut off its food and fuel supplies in a remote region with few roads.

Binur said that the road blockades imposed since October will also be lifted once the pay agreement is made. The union initially pushed for a pay rise to as much as \$200 an hour, versus current pay of \$2-\$3 an hour. It steadily dropped its demands in recent weeks to around \$7.50 an hour, a level still deemed "excessive" by Adkerson. The pay agreement is closer to the 35 percent rise offered by the company in recent weeks. Freeport Indonesia has 23,000 workers at its Grasberg operations. Many are Christian and have been worried they would not be able to afford to celebrate Christmas due to the strike, since they are not getting paid, leading to a greater push for a deal in the past week. The strike has been the highest profile stoppage among several worker pay protests in Indonesia -- signs of growing unrest over rising costs and a sense that the country's economic success is not being shared by all. **Source :**

**PortNews**



## **Almi Tankers boosts presence in tanker market with first of 10 new suezmaxes**

**Almi Tankers**, the expansion-minded Greek wet-market operator, took delivery of its first of 10 suezmax tankers during a ceremony at Daewoo Shipbuilding and Marine Engineering's (DSME) main shipyard in Okpo, Korea. The 157,787 dwt **Almi Horizon** is the first of seven tankers being built by DSME to Lloyd's Register class. The remaining tankers in the order are under construction and are scheduled to be delivered, to the latest environmental and structural standards, in 2012. "We share Almi's excitement on their occasion of entering the suezmax market with a

fleet of ships built to high environmental specifications that are beyond the requirements of compliance,” said Luis Benito, Lloyd’s Register’s Country Manager for Korea.

“Designed and constructed by DSME, the success of this newbuilding project is a testament to the commitment of all stakeholders in this project, which started at the pre-contract stage and continued throughout the design and construction of the ship. “We are proud to have made a contribution to this ground-breaking project, providing risk services beyond the scope our classification, particularly with regard to the implementation of the ballast-water management system. Society is demanding safer, cleaner ships and we are using our experience and technical expertise to support their construction.” The ship has been verified by Lloyd’s Register to be in accordance with the voluntary energy-efficiency requirements of the IMO’s Energy Efficiency Design Index (EEDI) for new ships. It is equipped with a UV ballast-water treatment system and features an Inventory of Hazardous Materials in accordance with Lloyd’s Register’s Green Passport service. Almi Tankers’ CEO, Panagiotis Drosos, said: “This successful delivery was greatly assisted by Nikolaos Vapouris, New Construction Project Manager at Lloyd’s Register, whose excellent level of service greatly helped us. For this we wish to extend to him and Lloyd’s Register our most heartfelt thanks.” **Almi Horizon** and six of her sisterships have been designed to be built to Lloyd’s Register’s Environmental Protection ‘EP’ notation, which recognises their enhanced features and demonstrates the owner’s commitment to, and investment in, environmentally friendlier ships. The tanker series was contracted in 2009 and is designed to comply with IACS’s Common Structural Rules and constructed in accordance with ShipRight Construction Monitoring procedures, while the accommodation arrangements comply with the Maritime Labour Convention (MLC, 2006). The ship has been enrolled in Lloyd’s Register’s Ship Emergency Response programme. **Source: Lloyd’s Register**



Boskalis **ROCKPIPER** seen fitting out at the **Keppel Shipyard** in Singapore – **Photo : Piet Sinke ©**

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

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KST 59	-	Tug	KST ZENITH	-	Tug
FOS POLARIS	-	Offshore support	LADY CHRISTINE-	-	AHTS
KST SUTRA	-	Tug	KST SPACE	-	Tug
ABADI 6	-	Tug	MEGA BAKTI	-	Offshore support
STEADY	-	Tug	ROCKPIPER	-	Rock/stone dumping vessel
VOLVOX ASIA	-	THSD			

Click at the photo album via the direct link <http://www.flickr.com/photos/33438735@N08/show/>

## Port of Miami plans for new passenger terminals



Port of Miami officials are floating plans to spend several hundred million dollars on cruise terminal and related upgrades over the next 25 years to accommodate what they project as a 44% increase in cruise passengers at the county-owned seaport, Miami Today news reports. The conceptual proposals are contained in the new Port of Miami Master Plan, which projects that Miami-Dade's seaport will draw 5.9 million cruise passengers by 2035, up from 4.1 million this year — an annual growth rate of 1.8%. The passenger counts are totals for both boardings and disembarkations. Forecasting continued growth in the size of cruise ships, with the latest vessels being up to 1,300 feet long and holding up to 5,400 passengers, the master plan calls for port facility improvements to accommodate the super-sized vessels.

Based largely on the popularity of its Caribbean cruises, the Port of Miami has ranked at the top of the world's busiest cruise ports. Currently, the cruise industry generates about \$60 million a year in revenue for county coffers. During a presentation on the master plan last week, Port of Miami Director Bill Johnson emphasized that public-private partnerships will be needed to provide the political support and to help with the financing needed to accomplish the seaport's growth plans.

"The last thing the port needs is to raise its rates for cruise and cargo [companies] to pay for these projects," Mr. Johnson told an audience of more than 200 at the seaport's Cruise Terminal J. "We could put ourselves out of business that way." Currently, three leading cruise lines — Carnival Corp. (principal Miami brand — Carnival Cruise Line), Royal Caribbean Cruise Lines (Royal Caribbean International, Celebrity Cruises and Azamara Club Cruises), and Norwegian Cruise Line — account for the bulk of passenger traffic in Miami. According to Fort Lauderdale-based Cruise Lines International Association, a wide variety of ship sizes is being turned out by the industry, from Royal Caribbean's Oasis of the Seas (with a 5,400-passenger double-occupancy capacity) to smaller vessels designed for as few as 200 people. Still, the monster-size ships — offering new-fangled amenities — capture the most public interest. The sheer size of **Oasis of the Seas** led to it being named the most exciting cruise ship innovation last year, according to the Cruise Holidays Trends Survey. The second- and third-place innovations, the survey found, were from the same ship's AquaTheater, a water-themed amphitheater with high-diving shows, and its Central Park open-air "neighborhood."

To maintain Miami's leadership position in the North American cruise market into the future, the master plan calls for a shift in the way the county handles its cruise expenditures, suggesting more planning of project finances in advance, based on anticipated needs and trends. The past method of spending on improvements as the need arose has left the port with cruise facilities built in the mid-1990s, designed for the past generation cruise ships, that are now "out the place," the report concludes. The plan does not address specific funding methods, but rather was designed as a "visionary" framework as "a baseline for growth and improvement," the report states, with specific development still driven by the ongoing needs of businesses using the port. For the short term, the plan calls for \$241 million in cruise facility upgrades to help accommodate the next, larger generation of cruise ships. For the entire term of the plan, a "terminal complex" approach — linking or combining various terminals and berths — is noted as a more efficient way to handle increased cruise passenger traffic. "The next generation terminal complex at the port would provide for the consolidation of services allowing for better management of operations and security where passengers would then move to individual halls from a series of main entryways and corridors for check-in processing," the report states. In addition, the plan calls for the extension of one of the port's current cruise vessel berths, plus the addition of three 1,200-foot berths. Also for the long term, the plan calls for a "multi-modal center" with up to seven floors to serve as a transportation hub for the port. The building could include parking, terminal access, hotel, retail and entertainment space. To help link the terminal system, the plan calls for a new baggage-handling and screening system, with an air-conditioned walkway stretching up to 1,400 feet for passengers. "The use of a terminal complex, instead of the traditional approach of one berth/one terminal, saves substantial real estate utilization at the port," the plan states, "and lessens the overall impact on cargo operations." **Source : PortNews**

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



Above seen the **DEEPSEA METRO I** of Odfjell Drilling loading equipment off Singapore prior departing for Tanzania, please note all the barbed-wire especially installed for the trip to Tanzania – **Photo : Kees Batist ©**