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The 8000 BHP / 111 ton BP AHTS POSH RESOLVE seen anchored off Singapore
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Above seen the NLD registered tanker **IVER EXAMPLE** being at the port of "Nederland" anchorage (90 miles east of Houston / Texas, she was waiting to discharge her cargo of nafta at the terminal. **Photo : Rinco Hollemans ©**

Maersk chiefs most influential in shipping – paper

Two top executives at Danish shipping and oil group A.P. Moller-Maersk's have overtaken China's transport minister as the most influential individuals in shipping, Lloyd's List said on Thursday. The duo came in shared first place in the shipping newspaper's annual ranking, the "Lloyd's List One Hundred", also ahead of Mike Duke, the head of the world's biggest retailer Wal-Mart Stores Inc and Somali pirate Garaad Mohammed. Maersk's group Chief Executive Nils

Smedegaard Andersen and Eivind Kolding, who heads the group's container arm Maersk Line, were "changing the face of container shipping" in terms of ship size, booking systems and service, Lloyd's List said. It said that Andersen and Kolding aimed to turn Maersk into a global brand recognised also outside the industry. Andersen and Kolding overtook China's minister of transport, Li Shenglin, who topped the list last year. The paper ranked Norwegian shipping tycoon John Fredriksen, principal owner of the world's biggest independent oil tanker group Frontline and other companies, third most influential in the industry, followed by Ma Zehua, the head of China's COSCO Group, in fourth place. Lloyd's List named Walmart's Duke fifth most influential in the shipping industry. The U.S. retail group is a huge consumer of shipping services. With an "unacceptably high position" on the list, Lloyd's List named Somali pirate Garaad Mohammed number eight among the shipping industry's most influential people. **Source: Reuters**



Above seen laid-up ships during the winter at Drapetsona Repair Dock (Neos Molos Drapetsonas near Piraeus) on November 4th. From left to right: **'Princess Daphne'**, **'European Express'**, **'Express Pegasus'**, **'Mytilene'**, **'Express Santorini'** and **'Vitzentzos Kornaros'**. - **Photo : Bert Lamers ©**

info@nexumcm.nl
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Madagascar commissioning enhances African SAR coverage

A further key link in the plan to provide effective search and rescue (SAR) coverage off the coast of Africa has been established, with the commissioning of a search and rescue sub-centre that will operate in conjunction with the regional Maritime Rescue Coordination Centre (MRCC) in Cape Town, South Africa.

The sub-centre, at Antananarivo, Madagascar, was commissioned on 11 December 2011 by IMO Secretary-General Efthimios E. Mitropoulos, together with Madagascar's Minister for Transports, Benjamina Ramarcel Ramantsoa and Mr. Jérôme Sambalis Director General of the Agence Portuaire, Maritime et Fluviale (APMF). The inauguration of the new facility, which will operate as a joint maritime and aeronautical centre, marks an important step in a process that began at a conference on Search and Rescue and the Global Maritime Distress and Safety System, convened by IMO in Florence, Italy, in October 2000. African Governments represented at the Conference agreed on a regional approach to the provision of SAR services in western, southern and eastern parts of the continent as well as in island States around Africa. To that effect, they adopted a resolution inviting the African countries bordering the Atlantic and Indian Oceans, as well as the nearby Atlantic and Indian Ocean Island States, to establish five regional centres and 25 sub-centres to cover their entire coastline for SAR coordination purposes. The establishment of appropriate SAR facilities off the coast of Africa was seen as a key component in the implementation of the Global SAR Plan, the final part of which had been agreed in 1998 at an IMO Conference in Fremantle, Australia. Speaking at the inauguration of the Madagascar MRSC, Secretary-General Mitropoulos said, "Manning the Antananarivo Centre on a 24 hour basis, 7 days a week, 365 days a year, will require vigilance, professionalism and a sharp reaction to events – it will not be an easy task! May those who serve in it live up to our expectations. In thus discharging their responsibilities, they will have the blessings of all those who will owe their lives to the prompt and effective execution of their duties. They and their families will be in their debt forever." The commissioning of the Antananarivo facility brings the number of sub-centres now in operation to 15. In March 2011, the fifth and final African MRCC was established in Rabat, Morocco, joining those previously commissioned in Mombasa, Kenya (2006); Cape Town, South Africa (2007); Lagos, Nigeria (2008); and Monrovia, Liberia (2009). With the completion of the five regional MRCCs, IMO is now using the experience gained in the successful establishment and operation of these centres in Africa as an example for other regions to follow. The Organization is currently embarking on a similar project for seven countries in Central America, involving the creation of two regional MRCCs, covering areas of the Pacific Ocean and the Caribbean Sea respectively, together with five associated sub-centres. **Source: IMO**



Above seen the 2006 built MHL flag chemical/oil products tanker **BLUE SKY I** entering Grand Harbour, Malta on Thursday 15th December, 2011. She's the former **MERIOM SKY**.

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



TJEERD VAN DER VOORN NAAR VOPAK AGENCIES



Na een dienstverband van twaalf (12) jaar bij het **Loodswezen** als Marketing & Communicatie manager begint **Tjeerd van der Voorn** per 1 januari 2012 aan een nieuwe uitdaging bij **Vopak Agencies Rotterdam BV**.

Rotterdam Maritiem wenst Tjeerd een mooie succesvolle toekomst.

Photo : Daniëlla Vermeer ©

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Record Big Ship Deliveries to Hit Asia Lines as Europeans Team Up

Container lines are losing money on Asia-Europe routes after slashing rates more than 50 percent this year because of a price war and excess capacity. In 2012, 42 of the biggest ships ever built will join the competition. The record number of ships able to hold more than 13,000 containers entering service will be almost double this year's tally of 22,

according to Alphaliner and Clarkson Plc data. They will boost the total fleet to about 100. Ships this big are only used on Asia-Europe routes as they are too large for U.S. ports.

Mediterranean Shipping Co. and its new partner, Marseilles-based CMA CGM SA, will lead the surge, receiving 21 ships and boosting their combined fleet to 49. Asian lines will have 26 such-sized vessels by the end of next year, leaving them reliant on smaller, less fuel-efficient ships to compete with the alliance and Copenhagen-based A.P. Moeller-Maersk A/S, which together account for about half of Asia-North Europe capacity. "It's getting really tough for Asian lines on a trade that is pretty much dominated by the Europeans," said Jee Heon Seok, a Seoul-based analyst at NH Investment & Securities Co. "There's not much choice at the moment other than reducing capacity to give them a better chance of raising rates." Spot prices for hauling a 20-foot cargo box from Asia to Europe have dropped to \$490, the lowest since the Shanghai Shipping Exchange started tracking data, as a flood of new ships outpaces demand for Asian-made goods. The breakeven point on the route is at least \$700, according to Morgan Stanley.

Europe Shipments

Shipments to Europe rose 4.5 percent in the first 10 months of this year, trailing an 8 percent increase in capacity, according to Container Trade Statistics. Volumes next year may rise 3.1 percent while capacity may increase as much as 10 percent, according to Alphaliner. Routes from Asia to Europe and the Middle East account for 29 percent of global container volumes, compared with 14 percent on trans-Pacific services, according to Barclays Capital. Mediterranean Shipping and CMA CGM, the world's second and third-largest container lines, agreed this month to cooperate on Asia-Europe routes, as part of a wider partnership designed to pare overcapacity and improve service levels. The two lines account for 22 percent of capacity on Asia-North Europe routes, compared with Maersk's 26 percent share, according to Alphaliner. The rest of the market is divided between 14 lines operating in four groups.

'Huge Disadvantage'

The new partnership may help Mediterranean Shipping and CMA CGM, which are both closely held, win customers from smaller rivals as they will have more capacity, more services and the biggest fleet of large fuel-efficient vessels, said Um Kyung A, a Seoul-based analyst at Shinyoung Securities Co. "The alliance is going to put a lot of the Asian players at a huge disadvantage," Um said. "There is no way they will be able to match it." Maersk has taken advantage of the 23 13,000-plus ships it operates to help set up a daily service on Asia-Europe routes, which offers the industry's only guaranteed shipping times. The company, which expects a loss at its container unit this year, will also begin adding 20 18,000 vessels in 2013. These ships, the world's biggest, will have a 26 percent per-box cost advantage over the largest vessels currently used on Europe lanes, Maersk has said.

Shares Slump

The shipping line has slumped about 31 percent in Copenhagen trading this year. China Cosco Holdings Co. (1919) and China Shipping Container Lines Co., the nation's two largest cargo-box carriers, have dropped 56 percent and 53 percent respectively in Hong Kong. Neptune Orient Lines Ltd., the largest container line in Southeast Asia, has plunged by 47 percent in Singapore. China Cosco dropped 6 percent, the biggest decline in more than a month, to close at HK\$3.62 while China Shipping fell 1.8 percent to HK\$1.60 in Hong Kong. Neptune Orient slipped 0.9 percent to S\$1.145 in Singapore. Among Asian lines, only China Cosco and China Shipping currently operate ships with capacities bigger than 13,000 boxes. This reflects a greater focus on trans-Pacific routes by carriers in the region.

More Mega-Ships

More Asian lines are set to begin operating mega-ships next year. Hanjin Shipping Co. (117930), a partner of Cosco, will get five vessels bigger than 13,000 containers, according to Clarkson data. Cosco will double its fleet of that size to eight. The two lines also work on Asia-Europe routes with United Arab Shipping, which will boost its mega-ship tally to nine from one by the end of next year. Hyundai Merchant Marine Co. will also add its first five mega-ships next year. Its partner APL, a Neptune Orient unit, will get its first ship of that size in 2013. The Singapore-based carrier has begun receiving ten 10,000-unit vessels. The shipping lines' other partner Mitsui O.S.K. Lines Ltd. won't get its first mega-ship until 2013 at the earliest. In the Grand Alliance grouping, Orient Overseas International Ltd. (316) and Nippon Yusen K.K. will receive their first mega-ships in 2013, according to Clarkson. Partner Hapag-Lloyd AG, based in Hamburg, will get its first four 13,000-plus ships next year. In the smallest group by capacity on Asia-North Europe routes, China Shipping will increase its fleet of mega-vessels to eight from five by the end of next year. Partners Evergreen Group (2603) and Zim Integrated Shipping Services Ltd. have yet to order any vessels of that size, according to Clarkson, the world's largest shipbroker.

Capacity Cuts

Shipping lines have cut capacity on Asia-Europe routes in a bid to revive rates after industrywide losses, with carriers including Hapag-Lloyd, Maersk and MSC announcing plans to add levies of as much as \$250 per box beginning as early as Dec. 16. The cuts may not significantly boost rates, as industrywide capacity on Asia-Europe routes has fallen by less than 10 percent, according to Johnson Leung, head of regional transport for Jefferies Group Inc. in Hong Kong. By contrast, more than 15 percent of capacity has been cut on trans-Pacific services. Shipping lines are less able to pare

capacity on Asia- Europe routes because vessels are generally too big to be used elsewhere, said NH Investment's Jee. Deploying a smaller ship on the lane would also be uncompetitive because of fuel economy and fixed cost, he said. "Shipping lines have taken steps to reduce capacity, but it is not enough," Shinyoung's Um said. "They need to make drastic cuts or it's only going to get worse with all those new ships coming next year." **Source: Bloomberg**



The Dutch pilot tender **COLUMBIA** seen operating off Hoek van Holland – **Photo : Mark de Bruin ©**





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Shipping confidence picks up despite eurozone fears

Overall confidence levels and the likelihood of major new investments in the shipping industry in the next 12 months picked up marginally in the quarter ended November 2011, according to the latest Shipping Confidence Survey from leading accountant and shipping adviser Moore Stephens. This was tempered by an expectation of a rise in finance costs. Respondents also continued to exhibit a high level of concern about the negative impact of overtonnaging on the market amid continuing fears about the global economic climate, and the eurozone crisis in particular.

In November 2011, the average confidence level was 5.4 on a scale of 1 (low) to 10 (high), up on the 5.3 recorded in August 2011. But, together with the February 2009 figure, it remains the second lowest confidence rating since the survey was launched in May 2008 with a rating of 6.8. Confidence among owners was up from 5.1 to 5.3, but down on the part of charterers, from 5.0 to 4.9. There was a small increase in confidence in the broking sector, from 5.1 to 5.2. Confidence was highest among managers, unchanged at 5.6. Europe, up from 5.0 to 5.1, was the least confident region. In May 2008, European confidence stood at a high of 6.6, and as recently as August 2010 was running at 6.1. Confidence in Asia rose from 5.7 to 5.8 and in North America from 5.1 to 5.8.

The eurozone crisis featured prominently in comments from respondents. "Above everything," said one, "it is the European financial crisis which will decide how things turn out for shipping in general and for shipowners in particular." Another remarked: "Volatility remains high, with prospects for a solution to the European debt crisis a long way away. A comparison with the Lehman Brothers collapse does not seem that far-fetched at the moment." Lehman was also on the mind of another respondent who noted: "What is still unknown is how the eurozone crisis will unfold and what sort of knock-on impact this will have, not only on global demand but also on the availability of finance for trade and asset acquisition. When this is coupled with the increasingly strident demands from governments and regulators for banks to build up more and more capital to avoid further state bail-outs, what you have is a toxic financial brew that makes 2008/9 and the collapse of Lehman Brothers look like a vicar's tea party. These are deeply uncertain times."

State intervention was also foreseen by another respondent who noted: "The supply overhang in almost all sectors remains a serious challenge despite slippage and cancellations. Cancelled newbuildings will still be built, especially in China, where they will simply be owned by state-supported yards and operators and will therefore continue to add to the level of over-supply. Ship finance will be available to only a few, financially strong companies." One respondent said: "The US and Europe need to take some drastic recovery measures sooner rather than later." Another observed: "The tonnage oversupply situation, plus the eurozone crisis and a depressed world economy, equals misery." A number of respondents took a pessimistic view of how long it might take for shipping to turn the corner: "It is now more likely than ever that shipping will remain depressed for the next three years, with only marginal improvements thereafter over the next five years." Admitting that some of its ships were only breaking even while others were operating at a loss, leading to vessel sales and redundancies, one respondent said: "We do not expect the market to recover for at least another three or four years."

The threat posed by overtonnaging was very much on the minds of respondents. "After 30 years in shipping, I believe the summer of 2012 will be the worst I have experienced," said one respondent. "The oversupply of tonnage bought at inflated prices, combined with turmoil in north European manufacturing, will mean that shipping companies, brokers and owners not involved in the transport of food products are going to be the hardest hit." Another emphasised "more discipline and restraint is called for" while other comments included "owners should re-enter negotiations to further delay deliveries" and "the market is doomed."

Despite these gloomy predictions, respondents overall were more optimistic of making a major investment or significant development over the next 12 months. On a scale of 1 to 10, the likelihood of such a development rose to 5.2 from 5.1 in the last survey. Owners (up from 5.3 to 5.5), managers (5.2 to 5.4) and charterers (5.7 to 5.8) were all more confident than last time. When the survey was launched in May 2008, the likelihood of major investments was rated at 5.9 overall. Charterers are the only category whose expectations are higher now than they were in May 2008. Over the life of the survey, charterers have moved from being significantly less likely than owners and managers to make a major investment, to being the most likely of these three categories. One respondent noted: "By next year, it is hoped that there will be a significant increase of confidence in the shipping industry as various players get set to make big investments."

Demand trends, competition and finance costs continued to dominate the top three factors cited by respondents overall as those likely to influence performance most significantly over the coming twelve months. 24% of respondents (up from 22% last time) cited demand trends as the most significant performance-affecting factor, with 17% opting for competition (unchanged from last time) and for finance costs (up from 16% last time).

For owners, demand trends continued to dominate, with an increase from 24% to 26%, ahead of finance costs and tonnage supply. Operating costs (up from 15% to 18%) emerged as the number one performance-influencing factor

for managers, followed by competition and demand trends, both unchanged at 17%. For charterers, meanwhile, fuel costs moved into the number one spot, with a ten percentage point increase on last time, from 16% to 26%. Demand trends (up from 23% to 24%) and competition (down from 18% to 15%) made up the remainder of charterers' top three.

Geographically, demand trends remained the most significant factor for respondents in Asia and Europe (18% and 26%, respectively). In Europe, finance costs (up from 16% to 19%) assumed increased importance compared with last time, moving into second place. Competition, meanwhile, was less significant this time for European respondents (in third place, down from 19% to 16%). Conversely, it assumed increasing importance (up from 19% to 26%) in North America, where tonnage supply also moved into the top three at the expense of finance costs. Having fallen significantly in the last survey, there was a five percentage point increase this time (from 52% to 57%) in overall expectations of an increase in finance costs. Owners (up from 53% to 57%) and managers (up four percentage points to 56%) joined in thinking that finance costs would rise. But charterers (down from 48% to 46%) thought differently. Moreover, the number of charterers expecting finance costs to fall was down to its lowest figure since May 2010. There was an increase this time in the numbers of respondents in both Asia and Europe who thought finance costs would rise (up from 50% to 54%, and from 53% to 61%, respectively). The same was true of North America, where the increase was from 40% to 47%. One respondent noted: "Shipping cycles are nothing new, but there has never been a cycle which coincides with an acute liquidity crisis in the banking sector that will not be resolved in the short (two-to-three year) term."

So far as expectations of rate increases in the markets were concerned, it was a case of down, down, down in all three main tonnage categories from owners and managers in all geographic areas covered by the survey. In the tanker sector, the number of respondents expecting rates to increase over the coming year was down from 34% to 30%. But while the numbers of owners and managers expecting increases were down (from 30% to 28% and from 36% to 33%, respectively), there was a 19 percentage point increase (from 21% to 40%) in the number of charterers who thought rates would go up. There was also a corresponding 19 percentage point fall (from 26% to 7%) in the number of charterers expecting tanker rates to fall over the next 12 months. Not for the first time, the chartering sector seems to know something which other parts of the market do not. One respondent emphasised: "The oversupply of crude tankers will be prolonged due to national governments intervening to prop up domestic owners and shipyards."

It was the same story in the dry bulk sector where, for the first time in three years, the number of respondents overall predicting a decline in rates over the next 12 months exceeded the total of those who thought they would increase. The number expecting rates to increase was down this time from 27% to 23%, a new all-time low in the life of the survey. The number of owners who thought rates would go up also hit an all-time low (down from 22% to 20%), while for managers (down from 34% to 31%) it was the second-lowest figure ever recorded, just one percentage point up on the 30% for November 2010. Again, though, charterers bucked the trend, with 33% expecting dry bulk to rise over the next 12 months, compared to just 8% last time. In August 2011, 42% of charterers thought that rates would come down; this time, just 29% were of that view. One respondent admitted to "massive fears" about the dry bulk sector, noting: "Unless there are some major building contracts scheduled for next year, the bottom will fall out of the market."

For the first time since February 2009, the number of respondents overall expecting a decline in container ship rates was higher than the number anticipating rate increases. Overall, just 23% of respondents (compared to 28% last time) expected rates to go up, the second-lowest figure since the survey began, behind only the 20% recorded in October 2008. Meanwhile, 31% thought that rates would go down, the highest figure since the 36% recorded in February 2009. The number of charterers expecting rates to increase fell from 30% in August this year to just 13% this time, while the figures for owners and managers were also down, from 25% to 23%, and from 31% to 23%, respectively.

Moore Stephens shipping partner, Richard Greiner, says: "It says a great deal for the resilience of the shipping industry that, despite the problems facing the sector, and notwithstanding the acute difficulties bedevilling the world economy, our survey showed a small increase in confidence. Like a boxer who refuses to lie down, shipping is fighting to ride the punches and to bounce back off the ropes. There was even an increased expectation that respondents would be making a major investment over the coming 12 months. This is encouraging, and supports the belief that now is a good time to buy for those who have access to funding. "Nevertheless, it is undeniable that shipping is struggling on a number of fronts. Seldom, if ever, can classic problems within the industry have coincided with such a severe economic downturn and acute debt crisis. Overtonnaging is the issue dominating responses to our survey and, even when other concerns are raised, overtonnaging is still the elephant in the room. It will doubtless remain so for some time, but the situation could be eased in the shorter-term by sensible renegotiation and resourceful financing."

"Meanwhile, operating costs are set to rise, with a recent Moore Stephens survey predicting a 3.7% increase in 2012. Shipping is an expensive business in which to operate, and the returns currently available through the freight markets are generally not sufficient to offset operating costs and leave any prospect of a return on investment.

"These are challenging times. The shipping industry which emerges intact from the current downturn will be stronger than the one which entered it. The loss of some good, well-run companies is the sad but inevitable result of the singular economic conditions currently prevailing throughout the world. But the loss of short-termist, inadequately funded companies will leave the industry in much better shape than it was before the indicators started to point in the wrong direction."

The **Moore Stephens Shipping Confidence Survey** includes responses from key players worldwide in the international shipping industry to a targeted, web-based survey by the Moore Stephens Shipping Industry Group. Responses were received from owners, charterers, brokers, advisers, managers and others. Editors can apply for a copy of the survey by emailing chris@merlinco.com

Moore Stephens LLP is noted for a number of industry specialisations and is widely acknowledged as a leading shipping and insurance adviser. Moore Stephens LLP is a member firm of Moore Stephens International Limited, one of the world's leading accounting and consulting associations, with 638 offices of independent member firms in 97 countries, employing 20,588 people and generating revenues in 2010 of \$2,151 billion. **Source : Moore Stephens LLP**



Farstad reported that they sold the **LADY CHRISTINE**, above the AHTS is seen leaving the Singapore Selay Pauh anchorage last Thursday bound for Tj Pelepas (Malaysia), most probably the last photo of the AHTS in Farstad colours

Photo : Piet Sinke ©

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

NZ Rescue Center coordinates salvage of Russian fishing ship

Crew on board the Russian fishing vessel **Sparta** are pumping water out of its holds and will attempt to repair a hole in its hull, the Rescue Coordination Centre New Zealand (RCCNZ) says.

Sparta issued a distress call around 3am from a position next to the Antarctic ice shelf, in the Ross Sea, about 2000 nautical miles (3704 kilometres) south east of New Zealand. RCCNZ search and rescue mission coordinator Ramon Davis said the 48m vessel, with 32 crew on board, has a 30cm hole in the side which is 1.5m below the water line. The vessel is listing 13 degrees, and is taking on water. "So far, the crew has managed to keep up with the ingress of water. They have also attached a tarpaulin on the outside of the hull which is helping slow the rate of water into the

hold. "They have asked us to supply them with more pumps to allow them to increase the pumping speed, and also provide backup to the pumps they are already working with." Mr Davis said RCCNZ was investigating the options of delivering pumps to the stricken vessel. "If they can get all the water out of the hold that might lighten the ship enough for the hole to be above the water line, and allow the crew to repair the damage." Mr Davis said all three vessels tasked to go to Sparta's aid were facing difficulty due to heavy sea ice in the area.

Sparta's sister ship, **Chiyo Maru no. 3**, was about 290 nautical miles (NM) away and had no ice classification, meaning no capacity to cut or break through sea ice. The New Zealand vessel **San Aspiring**, which has some capacity to move through ice, was also making its way towards Sparta. **San Aspiring** is at least four days away from **Sparta**. A third vessel is only 19 NM away, but is hemmed in by heavy ice and unable to proceed towards **Sparta**.

Mr Davis said a Hercules aircraft from McMurdo Station had flown over **Sparta** and spent about an hour over the casualty earlier today. "The aircraft made contact with **Sparta** as well as assessing the ice conditions in the area. **Sparta** is currently in an area clear of ice. "Surrounding ice is estimated as up to 1.5m thick." Some of the crew had disembarked from the ship and were currently in lifeboats – not on the ice as earlier reported. The weather in the area currently is calm and about 3 degrees Centigrade. **Source : PortNews**



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*Aad and Merleen Noorland from Cape Town
wishing all readers a merry Christmas and
Prosperous - Healthy 2012*





NAVY NEWS



Above seen the final arrival of the Dutch AOR **A 832 ZUIDERKRUIS** at the Dutch Naval Base Den Helder where the vessel will be prepared to be transferred by sale. Photo : Ron Damman – www.newdeep.nl ©

Sea Kings and 817 Squadron make their final flight

The Royal Australian Navy's Sea King helicopters and 817 Squadron have made their final flight as part of a decommissioning ceremony held at HMAS Albatross in Nowra. The Minister for Defence Science and Personnel, Warren Snowdon and Chief of Navy, Vice Admiral Ray Griggs, were on hand to welcome the final flight and thank the **817 Squadron** who operated the helicopters.

"Australia's Sea Kings are being retired after a remarkable 35 years serving in times of conflict, peacekeeping, natural disaster, search and rescue and national celebration," Mr Snowdon said. "In particular I'd like to thank the men and women of the 817 Squadron past and present, who have served with distinction over the past 48 years." "They have lived up to their motto '**Aude Facere**' – '**Dare To Do**', and have always served Australia with professionalism and skill."

"They were there for the 1994 bushfires, the 1998 Sydney to Hobart Yacht Race, the 2001 North NSW floods and just this year in the South East Queensland flood relief." "I also pay tribute to those who have lost their lives while serving in 817 Squadron, their service and sacrifice must never be forgotten," he said.

The Australian Government announced in June, that **Sea King shark 07** would be included in the Fleet Air Arm Museum in Nowra, to preserve the Sea Kings' heritage for future generations. Commander Paul Moggach, the 817 Squadron's Commanding Officer, led a formation leaving from the Naval Air Station at HMAS Albatross yesterday. The formation made a flying visit up the NSW coast, arriving over Sydney for a flight up Sydney Harbour, followed by a flyover the Australian War Memorial in Canberra.



Sea King Helos of **HS-817 Squadron** preparing to launch from **HMAS Melbourne** (1980)

Navy Vice Admiral Ray Griggs described today's ceremony as a fitting end to a remarkable career for both the personnel of 817 Squadron and the Sea King Helicopters. "The Sea Kings are commonly known as the Mack trucks of the skies. All who have maintained and operated them feel honoured to have done so," Vice Admiral Griggs said.. "After 35 years, it is time to look to the future with a new generation of aircraft. "The personnel of 817 Squadron are first rate members of the Navy. "They'll now apply their experience, commitment and expertise in other roles throughout the Navy and ADF Aviation, and I wish them well in their new roles," said Vice Admiral Griggs. **Source:** Navy.

SHIPYARD NEWS

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IHC Merwede in talks to buy Asian shipyard

Its president says target may be based in S'pore or Vietnam

THE world's largest builder of dredging ships, IHC Merwede, is in 'advanced' stages of talks to snap up its first offshore vessel shipyard in Asia by the first half of 2012. Its president, Govert Hamers, told BT yesterday that the company was in discussions with more than one party and that the target yard may be based in Singapore, or Vietnam.

IHC Merwede has serious plans to expand in South-east Asia. It opens its regional headquarters at the PSA Building next month and has hired former Drydocks World Southeast Asia CEO Denis Welch to lead the charge. It also has

secured funding facilities from several banks to strike a deal. 'It may not necessarily be a 100 per cent acquisition. Having a local flavour, a local partner, is important as part of a set-up like that. But we will definitely have majority control,' said Mr Hamers.

IHC Merwede has stakes in four yards in China, India, and Bangladesh building dredgers - but its South-east Asian facility will be the first one that specialises in offshore vessels, such as platform support vessels and pipelaying vessels, outside Europe. IHC Merwede made its Singapore debut in 2007, with a parts & services unit at Jurong Industrial Park.

The Dutch company reaps annual turnover of US\$1.5 billion, of which 60 per cent comes from the dredging segment and 35 per cent from offshore vessels and equipment. It sees the proportion contributed by offshore vessels growing in the future, especially with its South-east Asian expansion. Mr Welch said: 'The demand for energy in South-east Asia is growing quickly. We need to be close to our customers to understand their operating requirements. 'There are more benign waters, less harsh environments here compared to the North Sea. One size does not fit all for these types of vessels. That's our strength: tailoring our vessels to the right kind of platform and equipment for their requirements.'

Mr Hamers also said that Singapore has the right mix of technology, labour and major companies to base its regional headquarters here, which will also oversee Australia.

'All our offshore shipbuilding capabilities are currently in the Netherlands. It's a high-cost environment. In every other market, we have to be more cost-effective. The lower costs in South-east Asia will help us offer lower prices to our customers.' **Source : BusinessTimes**

World Wide Supply orders four Platform Supply Vessels of Damen Shipyards' new PSV 3300 series



Newly founded offshore support company **World Wide Supply (WWS)** has ordered four PSV 3300 CD's with Damen Shipyards. The **PSV 3300 CD**, built according to Damen's E3 principles, is a newly designed platform supply vessel for servicing oil and gas rigs worldwide and is specifically designed to perform safely and economically in adverse weather conditions. All four vessels will be built at Damen Shipyards Galati, Romania. First delivery scheduled for early 2013, last delivery end of 2013.

The PSV 3300 CD was launched at Europort last November and is the result of a dedicated design and research process for a new type of offshore supplier: a real workhorse with good seakeeping qualities, less need for maintenance and reduced emission levels. The vessels are built according to the highest environmental and safety standards and with an eye for crew comfort.

The 80 m long vessel has a large, 720 m² main deck, improved speed performance with the same engine size compared to her predecessors and incorporates proven technology and components of Damen's other PSV series. A unique eye-catching design, with a well-designed, sleek bow makes the PSV 3300 E3 a distinctive vessel. Damen

benefited from design input from its Norwegian client WWS and from operational studies carried out on Damen PSV's operating in the North Sea and in Brazilian waters. The result is a vessel with very little slamming, and improved comfort and safety for the crew, vessel and cargo.

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Above the **Zhi Xian 2**, loaded with hatch covers, seen mooring at STX shipyard in Dalian (China).

Photo : Willem Ooms ©

Wan Hai Lines takes delivery of new vessel

Wan Hai Lines Ltd, a Taiwan-based container shipping company, took delivery of a new 1,805 twenty-foot equivalent unit (TEU) vessel from ship builder CSBC Corp., Taiwan, to expand its fleet capacity. The new boat, named **Wan Hai 272**, is equipped with an advanced global positioning system for navigation to improve safety, while being installed with energy efficient equipment to lower pollution and meet global environmental protection requirements, the company said. **Wan Hai 272** is the second 1,805 TEU vessel received by Wan Hai Lines from CSBC. The shipper is scheduled to take delivery of another 1,805 TEU boat from CSBC in January. According to its contract with CSBC, Wan Hai Lines commissioned the building of 14 ships, and will take delivery of the remaining vessels over the next two years. They include one 1,805 TEU boat, four 1,000 TEU ships and six 4,500 TEU vessels. TEUs are the measurement of capacity of a container vessel. Currently, the shipping firm operates a fleet of 80 vessels, 62 of which are self-owned and the remaining 18 are rented. Market analysts said the global shipping industry is faced with weakening demand as

the world's economic fundamentals have turned sluggish amid the debt crisis in Europe, while the sector is also suffering a glut in capacity. In the first nine months of this year, Wan Hai Lines posted NT\$536 million (US\$17.69 million) in net profit, sharply lower than NT\$4.65 billion in net profit recorded a year earlier. However, the analysts said, in a down cycle of the market, shippers could enjoy falling shipbuilding costs as the prices of steel, which is the major raw material for ship construction, are on the decline. The analysts said Wan Hai Lines simply seized the opportunity to invest and expand and is waiting for a recovery in demand. Source: CNA



Ria and Nico Ouwehand wishing all readers a Merry Christmas and a Happy New year



TOS leverancier binnenvaartpersoneel Evides Waterbedrijf

Per 1 januari 2012 is **TOS (Transport & Offshore Services)** gedurende een periode van drie jaar de leverancier voor binnenvaart inhuurpersoneel aan boord van de waterboten van **Evides Waterbedrijf**. Begin december is hiervoor een samenwerkingscontract ondertekend. Sinds 2003 is TOS tevens actief in het uitzenden en detacheren van varend personeel in diverse sectoren van de binnenvaart. "Dit driejarige contract is echt een mooie aanvulling op ons werk van de afgelopen jaren", aldus Siebelina Ooms. Ooms is binnen TOS aangesteld tot Consultant Maritime en verantwoordelijk voor de werving & selectie van o.a. binnenvaartpersoneel. Ooms komt uit een binnenvaartfamilie en heeft derhalve een uitgebreid netwerk waaruit zij kan putten. Evides Waterbedrijf levert jaarlijks maar liefst 220 miljoen kubieke meter water aan ruim tweeënhalve miljoen huishoudelijke en industriële klanten in de regio Rijnmond en Zeeland. Evides levert naast drinkwater, ook diverse waterkwaliteiten aan de industrie en zuivert afvalwater. De afdeling Scheepvaart van Evides levert drinkwater aan de scheepvaart in het Rotterdams havengebied. Dit gebeurt met drie waterboten die op werkdagen van 07.30 tot 16.00 uur volgens een vast schema door de havens varen. TOS levert wereldwijd technisch en nautisch personeel in de gehele maritieme sector en verzorgt turnkey ship deliveries. "We zijn internationaal gericht en werken net als onze klanten wereldwijd. Het binnenhalen van deze opdracht versterkt onze positie in de binnenvaart aanzienlijk. Daarnaast ligt het volledig in het verlengde van onze huidige dienstverlening in de Rotterdamse haven, zoals bijvoorbeeld de havensleepdiensten". Ook voor de werving van Nederlandse binnenvaarders zal het een positief effect hebben. We zijn erg blij met deze uitbreiding van diensten van onze divisie Maritime!", aldus Marleen Stuurman, Executive Manager Operations.

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KST TUGS OPERATING IN SINGAPORE WATERS



Left seen the Z-tech tug **KST ZENITH**, the tug is the 27th Z-Tech 6000 tug which was completed by **Cheoy Lee** under Yard number 4949. The tug was delivered to **KST** on June 30th 2010.

KST Zenith is powered by twin Caterpillar 3516B diesels, each developing 2500 hp, driving two Schottel SRP1215FP azimuth rudder propellers. The configuration provides a free running speed of 12 knots, both ahead and astern, and bollard pull is around 60tonnes in both directions. Two Perkins Stanford 112kW diesel generating sets maintain all onboard electrical loads, while a 600hp Caterpillar C18 diesel engine drives a fire pump that supplies two fire monitors mounted on the wheelhouse top.

Principal Dimensions: 27.40m LOA x 11.50m Beam x 5.20m Draft. With a max bollard pull of 62 ton.

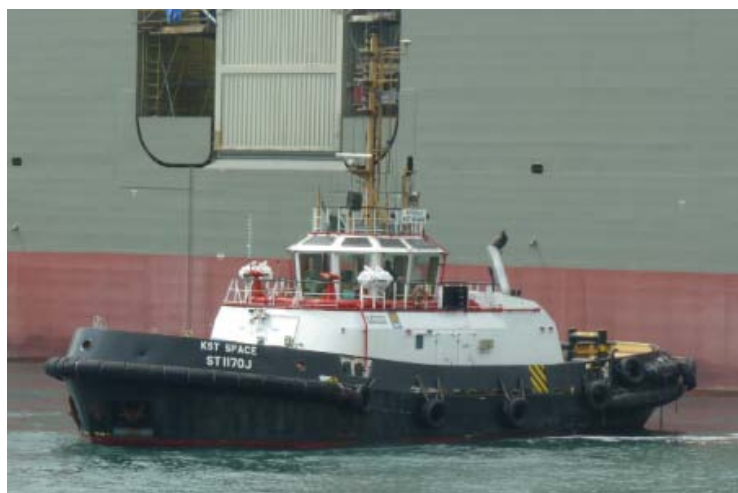
Right is seen the **KST SUTRA**, build at the Keppel Singmarine shipyard and delivered in the 3Q of 2010 to KST, the Z-Peller tug is powered by 3600 hp which generates a BP of 46 ton



Left seen the 2009 delivered **KST 57** is having an output of 5000 hp for a BP of 75 ton



Right seen the 2004 built 3600 hp tractor tug **KST SPACE** with an output of 46 ton BP - photo's : **Piet Sinke** ©



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The TSHD **GEOPOTES 14** seen moored at the Damen Pernis yard during the “The dark days before X-mas”...

Photo : Clemens Smits ©

Zamil Offshore orders crewboats from Grandweld

Saudi Arabia's Zamil Offshore has placed an order with Grandweld Shipyards of the UAE for the building of three fast aluminium crew boats, for the account of Zamil's Offshore, Engineering and Construction Division with open option of constructing two more, Seatrade Asia Online reports. The contracts were signed by Zamil Offshore president Mr. Sufyan Al Zamil and Grandweld general manager Mr. Jamal Abki, with deliveries late 2012/early 2013.

The new boats will be built to Bureau Veritas class, have a service speed of 24 knots and carry up to 11 crew and 35 passengers, with 80 square metres of deck space. Zamil Offshore is the largest offshore support services company in the Middle East. It owns and operates 55 offshore vessels, provides oil & gas field engineering and construction services both onshore and offshore, is the premier and only shipbuilder in Saudi Arabia (specialising in offshore and port service vessels) and operates the navigation at King Abdul Aziz Port in Dammam. Grandweld Shipyards is the largest shipbuilder in Al Jadaf and Dubai Maritime City specialising in the construction of offshore vessels of both steel and aluminium, and is a leading shipbuilder of high speed, light weight aluminium crew boats for the offshore industry.

Source : PortNews

Fairstar Heavy Transport N.V. signs USD 30 million bridge loan facility for FORTE with Bank of China

Fairstar Heavy Transport N.V. (FAIR) has signed a Bridge Loan Facility Agreement with Bank of China. The facility provides financing of the third installment of the construction of the **FORTE** in accordance with the Terms of Payment in the Shipbuilding Contract. The Bridge Loan Facility will be repaid at delivery of the **FORTE** by means of the recently signed DNB Bank facility.

Ingmar den Blanken, Treasurer of Fairstar, added the following remarks, "In spite of the ongoing turbulence in the financial markets, Fairstar has secured an additional credit facility for its new building program. The facility provides the required funding to ensure timely completion of the **FORTE**. The commissioning of the **FORTE** has begun and **FORTE** will be delivered on time to begin its work for the Gorgon LNG Project." **Source: Fairstar**



The **STENA CONQUEST** seen enroute Rotterdam – **Photo : Ria Maat ©**

Havenbedrijf Gent brengt vervoer tussen haven en hinterland in beeld

Het Havenbedrijf Gent heeft het vervoer van goederen tussen de haven van Gent en bedrijven en klanten in het hinterland in kaart gebracht. Van dit transport gaat 45% via binnenschepen, 46% over de weg en 9% via het spoor. Dat blijkt uit een onderzoek dat het Havenbedrijf en de Universiteit Antwerpen hebben verricht. Het Havenbedrijf wil in de toekomst nog meer inzetten op duurzaam vervoer via de binnenvaart en het spoor. Multimodale haven

De haven van Gent is door haar ligging en infrastructuur een multimodale haven. Goederen die per zeeschip de haven binnenkomen, kunnen op diverse wijzen verder worden vervoerd: met binnenschepen, per trein, per truck en zelfs per pijpleiding. Gent ligt immers op het Europese kruispunt van belangrijke binnenwateren waardoor het een unieke positie inneemt als overslagcentrum tussen zeevaart en binnenvaart. Gent ligt eveneens op het kruispunt van het Europese spoorwegnet en op de kruising van de autosnelwegen E17 en E40. Hierdoor kunnen goederen vlot worden getransporteerd naar zowel het noorden (tot Scandinavië en de Baltische staten) en het zuiden (tot de Middellandse Zee), naar het westen (Verenigd Koninkrijk) en het oosten (tot Oekraïne en de Zwarte Zee). Vrijwel alle watergebonden gronden in de haven zijn multimodaal uitgerust. Inzetten op duurzaam transport

Nochtans is het spoor onderbenut en kan het vervoer met binnenschepen nog worden bevorderd. Het Havenbedrijf verrichtte gedurende de zomer van 2011 een onderzoek bij 101 bedrijven in het havengebied. Hieruit blijkt dat 46% van het voor- en natransport per truck gebeurt, 45% gaat over de binnenwateren en 9% van het transport verloopt over het spoor. Het Havenbedrijf voorziet in zijn strategisch plan 2010-2020 om het gebruik van transport per binnenvaart en per spoor te bevorderen. Enerzijds omwille van de hogere duurzaamheid van deze vervoersmogelijkheden. Anderzijds omdat toenemende filevorming op de weg een verschuiving van wegtransport naar binnenvaart en spoor noodzaakt. Deze keuze ligt in het verlengde van de visie van zowel de Vlaamse overheid als van de Europese Commissie. Het Havenbedrijf tracht de havenfirma's ertoe aan te zetten om hun voor- en natransport in die zin bij te sturen. Tegen 2020 wil het Havenbedrijf komen tot een stijging van het vervoer per binnenschip tot 50%, een stijging tot 15% van het transport met het spoor en een daling tot 35% van het truckvervoer. Jaarlijks onderzoek Dit representatieve onderzoek geeft het Havenbedrijf inzicht in het gebruik van de verschillende vervoerswijzen in de haven van Gent. Het is de Universiteit Antwerpen - Departement Transport en Ruimtelijke Economie - die in opdracht

van het Havenbedrijf een methode opstelde om de verdeling over de vervoerswijzen te kwantificeren. Deze bevraging zal jaarlijks worden uitgevoerd waardoor het mogelijk wordt de nodige verschuivingen tussen de vervoersmogelijkheden op te volgen en aan te sturen.

Acta Marine and Almatug expanding in West Africa



Acta Marine B.V. and **Almatug Ltd** are expanding their partnership in West Africa by strategically relocating the multicat "**Coastal Assistant**" to this area. The vessel will be marketed and operated under joint management of the partners. The companies have been partnering with each other for many years in the challenging West African market. The partnership gives clients access to reliable and efficient workboat services at international quality standards, combined with strong regional experience.

Photo : Sinclair McWilliam ©

Meanwhile the **Coastal Assistant** successfully completed her first assignment in the West African market, performing anchor handling work at a cable-lay project. Thereafter, the vessel commenced a charter with an oil

company to provide support services for pipeline installation works. www.almatug.com

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Strike at Western Australia port delays mineral exports

Industrial action at Bunbury Port hits operations at Fremantle Ports

Iluka Resources Ltd, the world's biggest zircon producer, delayed an export shipment and may postpone two more because of strike action at Bunbury Port in Western Australia. The delayed shipment may be rescheduled to later this month, while the other two may not be dispatched this year, the Perth-based company said in a statement yesterday.

'All of our shipments are to international customers in Asia or North America - mainly titanium dioxide products.' Stoppages in Australia have increased since then-employment minister and present Prime Minister Julia Gillard led passage of the Fair Work Act two years ago. Days lost to industrial disputes tripled in the three months to June 30, according to government data, as unions sought higher pay and job security amid rising living costs. Bunbury Port Authority said two export shipments, one containing alumina and the other mineral sands, were delayed by an industrial dispute at the port. It's not known when the port will reopen, spokeswoman Kylie Astbury said yesterday. The industrial action has affected operations at Fremantle Ports in Western Australia and Port Kembla in New South Wales. Unloading of a car shipment at Fremantle Port was delayed by the action, spokeswoman Ainslie de Vos said. Its Kwinana port operations weren't affected, she said. Fremantle Ports operates Fremantle harbor, which handles almost

all container trade for Western Australia, livestock exports and general cargo imports, and Kwinana harbor, which processes bulk-commodity exports including grain, petroleum, liquid petroleum gas, alumina, mineral sands, fertilizers and coal. Kembla Port has seen a 'shuffling' of the shipping schedule, it said in a statement, without mentioning whether that had resulted in delays. Will Tracey, a spokesman for Maritime Union of Australia, which is organising the industrial action, didn't immediately respond to voicemail requests sent yesterday for comment. **Source : Bloomberg**



The recently renamed **GERANI** is the former **LISA** – **Photo : Michel Kodde ©**

.... PHOTO OF THE DAY



Once the biggest container ship in the world, "**Svendborg Maersk**", seen from her bigger sister "**Emma Maersk**" in Rotterdam 26-11-2011. **Photo : Michael van der Meer ©**

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