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Ten Wolde delivered and shipped several Pneumatic Rubber Fenders and buoys from Rotterdam bound for an offshore project in India - **Photo : Tenwolde Transport & Repair B.V.**

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Vijf nieuwe loodstenders worden gebouwd in Friesland



Het Nederlands Loodswezen heeft de Friese scheepswerf **Barkmeijer** de opdracht gegeven voor de bouw van twee stalen en drie aluminium tenders. De stalen, schroefaangedreven tenders zijn geschikt om in lichte ijscondities te varen. Deze tenders worden hoofdzakelijk in het Noorden ingezet. Tijdens strenge winters vriezen de Wadden en de Eemshaven regelmatig vast. Dankzij de stalen

tenders kunnen schepen ook tijdens ijsgang worden beloodst. De aluminium tenders worden voornamelijk ingezet in IJmond, Rijnmond en Scheldemonden.

Schroef vervangt waterjet

De aluminium tenders betreft een tweede serie van de vorig jaar in gebruik genomen 'Aquila'-klasse. Het ontwerp van de stalen tenders, afkomstig van het bureau 'Camarç', lijkt op de nieuwe tenders uit de 'Aquila'-klasse maar deze zijn uitgerust met schroeven in plaats van waterjets. Het koelwatersysteem van waterjets vriest namelijk vast bij zeer strenge vorst. De scheepsrump is van staal in plaats van de aluminium uitgeruste zuster-tenders. De stalen tenders halen een topsnelheid van 20 knopen, zo'n 35 km. per uur. Met deze tenders verbetert het Loodswezen de haventoegeankelijkheid en draagt daarmee bij aan het succes van de havens van Den Helder, Harlingen, Delfzijl en Eemshaven.



Vlootvernieuwing

De opdracht maakt deel uit van het totale vlootvervangingsprogramma van het Loodswezen. Drie jetgedreven tenders van de '**Aquila**'-klasse zijn al in de vaart. De eerste van de drie nieuwe loodsbotten - die ook door **Barkmeijer** worden gebouwd - komt in het najaar van 2012 in de vaart. Het bouwprogramma geeft een sterke impuls aan de scheepsbouw in het Noorden. Bij het bouwprogramma zijn zo'n 25 toeleveranciers uit Friesland, Groningen en Drenthe

betrokken. De financiering geschiedt door de registerloodsen in combinatie met een krediet van de Rabobank Rotterdam.



*Wishing you all peace and happiness
for Christmas and the New Year
Greetings from Rja Maat*



Above seen HAL's **ZUIDERDAM** and the **WESTERDAM** moored at Bonaire op 1-12-2011 - **Photo : Joop van Dop ©**

Dutch firm targets super-rich Arabs with \$1m submarines

For the GCC's super-rich residents that are bored with their 150-ft yachts, private jets and luxury speedboats, now there's another toy on offer – a personal submarine. Dutch company **U-Boat Worx** is targeting the region's wealthiest residents with its range of private submarines, with prices starting from €730,000 (\$951,371) per craft.

The vessels can dive to a depth of up to 100m, with larger crafts able to seat up to three people under a transparent pressure hull. Dives can last for up to six hours, the company said, bringing passengers within inches of sea life and coral reefs. UBW has seen so much interest in its submarines, it is scouting for a local partner to capitalise on the region's potential, said sales and marketing manager Charlotte Schroots. "We get [enquiries] from across the Middle East, including Kuwait, Oman, Qatar, Saudi Arabia and the UAE," she said. Clients include "private customers with super yachts or luxury hotel resorts."

Defying the credit crunch, the Middle East's rich have got richer with only the UAE notching up a decline in its wealthy population, Merrill Lynch's World Wealth Report 2011 said in June. The number of dollar millionaires in the region swelled by 10.4 percent in 2010, reflecting the fastest growth rate worldwide, to represent 400,000 people sitting on a cash pile of \$1.7 trillion.



Among the Gulf states, only the UAE saw a slump in its millionaires' club, a decline attributed to the collapse of Dubai's real estate market, which wiped more than 60 percent off house prices. Celebrity clients rumoured to own personal submarines include Titanic director James Cameron and Russian oil magnate Roman Abramovich.

Buyers with extra cash to splash can even invest in the submarine equivalent of luxury yachts. Crafts can come with multiple rooms, luxury fittings and can remain submerged for days. Company US Submarines offers a range of vessels including the Seattle 1000 that

includes "ample space for independent staterooms, crews quarters and galley, living and dining areas," according to the company's website. The submarine can remain submerged for 20 days.

Also on offer – with a price tag of around \$78m – is the Phoenix 1000. The vessel has 5,000 sq ft of interior space across four levels and is billed as being "as luxurious as the finest of motor yachts." **Source : Arabian Business**



The **FOS POLARIS** seen passing the Sinki Fairway 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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Many Aussies sign petition about Great Barrier Reef

news.com.au reports that nearly 75,000 Australians have signed a petition calling on UNESCO to intervene and help put a stop to dredging in the Great Barrier Reef. Lobby group GetUp present the petition to a UNESCO official in Paris recently on behalf of the 74,708 Australians who signed it.

Their concerns centre around an approval to dredge 46 million cubic metres, the equivalent of about 27 MCGs, over the next 20 years within Gladstone Harbour, which is inside the World Heritage area of the reef. So far, 1.5 million cubic metres has been dredged to make way for two LNG projects, export hubs on Curtis Island and an expansion of the port itself. But there have already been environmental concerns, with marine life getting sick en-masse, which prompted a three-week ban on fishing in September. UNESCO is coming to Australia in March to assess the situation.

The World Heritage Committee is extremely concerned about the dredging and has already warned it might jeopardise the reef's heritage status.

"There has been a massive spike in marine wildlife deaths, such as dugongs, dolphins and turtle, and dredging has diminished local sea grass which is critical ..." GetUp member Lincoln Siliakus said. **Source : Dredging News Online**



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

Dubai set for New Year bash on QE2 ocean liner Article

Istithmar World paid \$100m for the ocean liner in 2008

The **Queen Elizabeth 2 (QE2)** ocean liner is to be the setting for an exclusive New Year's Eve party, marking the ship's first public outing since it was purchased by Dubai in 2008. The black-tie bash, billed as one of the world's most exclusive New Year events, will feature musical acts including The Gypsies and Drury Lane and laser and fireworks displays, according to organisers Global Event Management.

The party will mark a "new lease of life" for the 43-year-old ocean liner, which was bought by Dubai World subsidiary Istithmar World for \$100m. It will be a "fabulous venue," said Leili Gerami, spokesperson for the QE2. The QE2 was launched in Southampton in 1968 and was one of the flagship cruise ships operated by Cunard on its transatlantic route between the UK and New York. It was retired in 2008 and made its last voyage to Dubai that year, when it joined trophy assets such as luxury New York retailer Barneys and Cirque du Soleil in Istithmar's portfolio. The ship is currently moored in Port Rashid in Dubai, where she arrived amid much fanfare in November 2008. The intention was

to convert the ship into a floating hotel, which would have seen her moored at Palm Jumeirah. These plans stalled in the wake of Dubai's debt crisis in 2009, which saw Istithmar's parent company Dubai World restructure \$24.9bn in debt

The investment company said in 2010 it was considering a number of options to maximise the value of the ocean liner, but had abandoned a plan to send the ship to South Africa. "There are a number of options being considered for QE2. IW is considering which option will best maximise value of the vessel," a spokesperson said. **Source : Arabian Business**



*Simon & Veronica Wolf (left) and Corrie & Willem Eerland (Right)
wishing all readers Merry Christmas and a Happy New Year*

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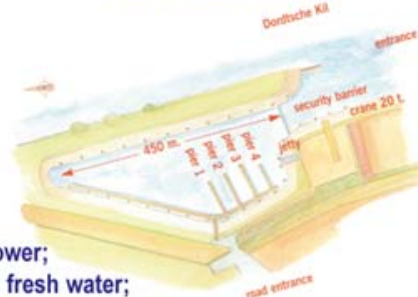
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Frontline restructuring moves ahead

Frontline Ltd., the world's largest tanker company, today issued an update on progress with the restructuring plan it announced December 6. That plan is backed by more than \$505 million in guarantees from Frontline's largest shareholder, John Fredriksen controlled Hemen Holdings. It will see the company carved into two, with a new company Frontline 2012, acquiring five VLCC newbuilding contracts, six modern VLCCs and four modern Suezmax tankers from Frontline at fair market value. Frontline 2012 will also assume a total of \$666 million in bank debt attached to the newbuilding contracts and vessels and a further \$325.5 million in remaining newbuilding commitments.

Today, Frontline said that Frontline 2012 has completed a private placement with a small group of large institutional investors of 100,000,000 new ordinary shares of \$2.00 par value at a subscription price of \$2.85, raising \$285 million in gross proceeds to Frontline 2012. Frontline Ltd. has been allocated 8,771,000 shares at a subscription price of

\$2.85, representing approximately 8.8 percent of Frontline 2012. "When the Private Placement and restructuring is closed, Frontline will, if practically possible, seek to give Frontline's shareholders the possibility to participate in Frontline 2012," says a statement issued today. "This possibility represents no instant value. It might include a sale of Frontline's holding in Frontline 2012 to its shareholders at the issue price. Frontline's main shareholder, Hemen, that has subscribed for and been allocated 50,000,000 shares in Frontline 2012, will in the event that Frontline's holding in Frontline 2012 is not sufficient to satisfy the demand from Frontline's shareholders for Frontline 2012 shares, be positive to contribute."

If the proposed restructuring of Frontline is consummated, Frontline will receive \$1,121 million in consideration for the sale of assets to Frontline 2012. The book value of the assets to be sold, including the remaining newbuilding commitments, was as of 30.09.2011 \$1,433 million.

Frontline has received a fairness opinion from SEB Enskilda concluding that the consideration to be received by Frontline for the sale of assets referred to in the press release from Frontline dated December 6, 2011 is fair from a financial point of view. Frontline is still negotiating with its banks and counterparts with the target of complete the restructuring prior to December 31, 2011. **Source : MarineLog**

T&T BISSO EXTENDS CONTRACT WITH ATLASGROUP



In Singapore **T&T Bisso Salvage Asia** last week extended the Crew / ISM Management contract for the salvage tug **TTB SALVOR** with the **Atlasgroup**, from the left seen **Richard Leistra** (ICS/Atlasgroup) **Richard van der Werf** (T&T Bisso), **Jan van Driel** (Atlas) and **Piet Sinke** (T&T Bisso) - **Photo : Lorie Bernabe ©**

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Russia to boost LNG supplies to India

Russian President Dmitry Medvedev on Friday said that his country will significantly boost the supplies of Liquefied Natural Gas (LNG) to energy hungry India beginning from 2016. Addressing the CEOs forum of the top companies of the two countries, Prime Minister Manmohan Singh said that Indian companies were interested in oil and gas projects in Russia. India's gas consumption is projected to increase 70 per cent by 2020.

Mentioning the success of ONGC Videsh Ltd (OVL) venture in Sakhalin-1 offshore oil block, Medvedev also expressed Russia's interest in expanding cooperation with India in hydrocarbons, Foreign Secretary Ranjan Mathai told reporters. OVL has 20 per cent stake in Sakhalin-1, which has estimated reserves of about 307 million tons of oil (2.3 billion barrels) and 485 billion cubic meters of gas (17 trillion cubic feet).

Medvedev said that Russian natural gas monopoly Gazprom has inked the memoranda covering major supplies of LNG to India with several Indian companies. Gazprom CEO Alexei Miller last month said the company would take India's growing demand for LNG into account in its plans to build export facilities under the Eastern Gas Programme.

According to earlier reports, OVL is in talks with Russia's largest independent gas producer Novatek to participate in the Yamal LNG project. The project, being implemented by Novatek and France's Total, will produce liquefied natural gas on the Yamal Peninsula in the Russian Arctic at an estimated cost of USD 15-20 billion, local media reports said.

It will see development of the giant Yuzhno-Tambeiskoye gas condensate field and the construction of an LNG plant. Novatek also plans to build a sea port in the town of Sabetta in Yamal and will construct an ice-class tanker fleet.

Source : Indiatimes



Ratificatie Maritiem Arbeidsverdrag door Nederland

Nederland heeft 13 december jl. bij de Internationale Arbeidsorganisatie (IAO) in Genève een internationaal verdrag bekrachtigd dat op het gebied van leef- en werkomstandigheden aan boord van zeeschepen, wereldwijd de positie van zeevarenden en het level playing field voor rederijen verbetert.

Nederland is het zesde EU-land dat het Maritiem Arbeidsverdrag ratificeert en het eenentwintigste land wereldwijd. Dit verdrag vervangt 60 bestaande IAO-verdragen en aanbevelingen. Door het verdrag in te voeren blijft de Nederlandse scheepvaart voldoen aan de eisen voor goede werk- en leefomstandigheden voor werknemers in de zeevaart. Als gevolg van veranderingen in de zeescheepvaart waren de bestaande verdragen deels verouderd. Met de consolidatie en modernisering van deze verdragen in het Maritieme Arbeidsverdrag, met daarbij de invoering van een strikter regime van inspectie, certificering en handhaving, wordt een breder en steviger draagvlak gecreëerd voor de internationale minimumnormen op het gebied van werk- en leefomstandigheden aan boord van zeeschepen. De ratificatie door Nederland en de verwachte brede internationale steun voor het Maritiem Arbeidsverdrag zullen daarmee positief bijdragen aan het imago en de concurrentiepositie van de Nederlandse handelsvloot. De sociale partners in de maritieme sector zijn intensief betrokken geweest bij invoering



van het verdrag in de Nederlandse wet- en regelgeving. Het verdrag treedt internationaal in werking 12 maanden nadat 30 landen het verdrag hebben geratificeerd. De verwachting is dat het aantal van 30 begin 2012 wordt gehaald met als gevolg daarvan inwerkingtreding van de MLC per begin 2013. Op dat moment treedt ook de nationale wet- en regelgeving in werking.

Na de ratificatie van het verdrag zijn de afronding en publicatie van de lagere regelgeving en een tijdige certificering van ruim 1.000 schepen de volgende uitdagingen. Afronding van de lagere wetgeving en aanwijzing van de klassebureaus door de Inspectie Verkeer en Waterstaat voor de uitvoering van de taken met betrekking tot inspectie en certificering worden voorzien voor het eerste kwartaal van 2012. Pas na afronding van de voornoemde zaken kan daadwerkelijk met het proces van certificering worden begonnen. Op basis van het geschetste tijdspad zal hiervoor een periode van ca. 12 maanden beschikbaar zijn.

SANTA VISITS SEAFARERS OFFICERS SOCIETY IN MANILA



Santa visited to the [Seafarers Officers Society](#) in Vito Cruz, Manila, bringing presents, clothes, food and candy to give hundreds of underprivileged children a big smile on their face. The event was made possible with donations and efforts of people from all over the world, many thanks to them! [Photo's : JJ Batenburg & Leo Divino Nuque ©](#) [see also : http://www.sosmanila.ph/](http://www.sosmanila.ph/)

LNG Carrier Rates Rise to Record \$150,000 a Day as Vessel Shortage Worsens

Rents for ships hauling liquefied natural gas reached a record as winter fuel demand runs up against few available vessels, investment bank Pareto Securities AS said. The cost of hiring an LNG carrier for a year rose to \$150,000 a day, 11 percent higher than last week, the Oslo-based bank said today in an e-mailed note, citing brokers' estimates. One-time cargoes cost \$145,000 a day, up 16 percent from the week before. Charter rates will extend gains as few vessels are available for immediate shipments and only six new vessels will join the fleet next year, Per Kristian Reppe, a Pareto analyst, said today by phone. Japanese demand for LNG rose as the island nation seeks to replace nuclear power capacity lost since the March earthquake and tsunami, Morgan Stanley said in a report yesterday. "We definitely see a tight market," Reppe said. "We don't think anyone should be surprised if rates start to boom further in the seasonally strong first quarter." Average daily rates for spot cargoes more than doubled this year to \$91,000 from \$40,858 in 2010, according to Pareto. Demand for the ships, which carry gas frozen at about 260 degrees below zero Fahrenheit, will grow 8 percent in 2012 while the fleet grows 1 percent, Oslo-based shipowner Awilco LNG AS said Nov. 23.

Higher Asian demand for LNG shipped from Atlantic Ocean- based countries boosted distances traveled, lengthening voyage times to curb supply and exacerbate a shortage of available ships, according to Braemar Seascope Ltd., a London-based shipbroker. Countries like Nigeria are also raising LNG output, requiring additional ships to export it, according to the company. Shares of Golar LNG Ltd. (GOL), the shipowner led by Norway-born billionaire John

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 353

Fredriksen, added as much as 3.1 percent in Oslo today to 266.1 kroner (\$44.53), extending yesterday's 6.4 percent gain after Morgan Stanley raised its 12 to 18 months price target to \$63. The company's fleet includes nine LNG carriers, according to its website. Awilco, which has three such carriers, gained 2.2 percent to 23 kroner. Hoegh LNG Holdings Ltd., which operates seven of the vessels, fell 1.1 percent to 46.5 kroner. The shortage of LNG carriers contrasts with a glut of ships hauling oil and raw materials. Daily earnings for supertankers on the benchmark Saudi Arabia-to-Japan route averaged \$17,882 this year, the lowest since at least 1997, according to data from Clarkson Plc (CKN), the world's largest shipbroker. Rents for capesizes, the largest ore carriers, averaged about \$15,277 a day, the lowest since 2002, according to the Baltic Exchange, the London-based publisher of shipping costs. **Source: Bloomberg**



The **MAERSK NIMES** seen outbound from Rotterdam – **Photo : Ria Maat ©**

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CASUALTY REPORTING



Russia oil rig capsizes off Sakhalin, dozens missing

At least two people have died and more than 50 are missing after an oil drilling rig sank in freezing seas in the Russian far east. The **Kolskaya** rig was being towed some 200km (125 miles) off Sakhalin island when it capsized in a fierce storm.

Fourteen people have been rescued but it is feared the rig overturned before the rest of the 67 people on board could escape on to life rafts. Rescue efforts have been hampered by poor weather conditions. Helicopters and a plane helped scour the area amid high winds and waves of up to 12ft (4m) but the search was halted as night fell.

"According to reports from the scene of the rescue operation, the **Kolskaya** platform has sunk completely," the regional head of the emergencies ministry, Taimuraz Kasayev, told a news briefing. The accident in temperatures of -17C at around 14:00 local time (0200 GMT) in the Sea of Okhotsk as the rig was being towed from the eastern peninsula of Kamchatka to Sakhalin. An unnamed regional emergencies ministry spokesman told the AFP news agency that the portholes of the rig had been "damaged by ice and waves, and water began going into the vessel". He said the crew had been waiting to be evacuated by helicopter but the platform capsized and sank before they could get to their rescue rafts. Two out of the four life rafts were reportedly found with nobody on board. The spokesman confirmed to AFP that 14 people had been rescued but were in a serious condition, and two bodies "without signs of life" had been spotted by rescue workers who are "trying to pull them out". An investigation has been launched to decide whether any safety regulations were violated transporting the Kolskaya in bad weather. The rig, operated by Russian exploration firm Arktikmorneftegazrazvedka, was not involved in any drilling work at the time, and there is no danger of any oil spill, Russian officials said. **Source : BBC**

Hundreds missing as migrant boat sinks off Indonesia

Some 300 people went missing after an overcrowded boat carrying illegal migrants, most of them from the Middle East, sank off Indonesia's Java Island on Saturday, the ABC broadcaster said, quoting a senior emergency official. The wooden boat carrying some 380 people sank about 90 kilometers (50 nautical miles) out to sea after being wrecked by strong waves, Sahrul Arifin said. Only 76 people were rescued. The passengers were believed to be illegal migrants from Afghanistan, Turkey, Iran, and Saudi Arabia, media reports said. Sky News quoted the official Indonesian Antara news agency as saying the boat had a capacity of 100 passengers. According to Indonesian media reports quoted by ABC, the boat was apparently heading for Australia. **Source : RiaNovosti**

NAVY NEWS



The Los Angeles-class attack submarine **USS Miami (SSN 755)** returns home to Submarine Base New London following a five-month deployment conducting operations in the U.S. 6th Fleet area of responsibility.

Photo : US Navy

Video highlights from the initial sea trials for the F-35B on USS Wasp, October 2011.

http://www.youtube.com/watch?feature=player_embedded&v=V7psXvZp9xl

The **F-35B** is the variant of the **Lightning II Joint Strike Fighter** for the U.S. Marine Corps and international partners, capable of short take-offs and vertical landings for use on amphibious ships or expeditionary airfields to provide air power to the Marine Air-Ground Task Force. F-35B is in test and evaluation at NAS Patuxent River prior to delivery to the fleet.

US Navy may station ships in Singapore, Philippines

The US Navy said it would station several new coastal combat ships in Singapore and perhaps in the Philippines in coming years, moves likely to fuel China's fears of being encircled and pressured in the South China Sea dispute.

Regional defence analysts said the ships were small, but agreed the symbolism of the moves, which come after Washington announced it was increasing its engagement in Asia, would upset Beijing. Last month the United States and Australia announced plans to deepen the US military presence in the Asia-Pacific region, with 2,500 US Marines operating out of a de facto base in Darwin in northern Australia.

In coming years, the US Navy will increasingly focus on the strategic "maritime crossroads" of the Asia-Pacific region, Chief of Naval Operations Admiral Jonathan Greenert wrote in the December issue of Proceedings, published by the US Naval Institute. He said the navy planned to "station several of our newest littoral combat ships at Singapore's naval facility", in addition to the plans announced by President Barack Obama for marines to be based in Darwin from next year.

"This will help the navy sustain its global forward posture with what may be a smaller number of ships and aircraft than today," he wrote. Littoral combat ships are shallow draft vessels that operate in coastal waters and can counter coastal mines, quiet diesel submarines and small, fast, armed boats. "If we put this into context, it's a fairly small scale of deployment and the combat ships are relatively small vessels," said Euan Graham, senior fellow in the Maritime Security Programme at Singapore's S. Rajaratnam School of International Studies. "Encirclement is a phrase that does come up in Chinese debate about the US strategy. They won't be happy about it, but there's nothing much that they can do to stop it." Greenert wrote the ships would focus on the South China Sea, conducting operations to counter

piracy and trafficking, both of which are endemic in the area. "Similarly, 2025 may see P-8A Poseidon aircraft or unmanned broad area maritime surveillance aerial vehicles periodically deploy to the Philippines or Thailand to help those nations with maritime domain awareness."

One source briefed on navy plans said there has also been discussion about stationing ships in the Philippines. **BIGGEST THREAT** The disputed ownership of the oil-rich reefs and islands in the South China Sea is one of the biggest security threats in Asia. The sea is claimed wholly or in part by China, Taiwan, the Philippines, Malaysia, Vietnam and Brunei. The shortest route between the Pacific and Indian Oceans, it has some of the world's busiest shipping lanes. More than half the globe's oil tanker traffic passes through it. Obama told Chinese Premier Wen Jiabao at a regional summit in November that the United States wanted to ensure the sea lanes were kept open and peaceful. Wen was described by US officials as being "grouchy" later at the summit, when other Asian countries aligned with Washington. The Chinese premier said "outside forces" had no excuse to get involved in the complex maritime dispute, a veiled warning to the United States and other countries to keep out of the sensitive issue.

"A modest marine presence in Australia - 2,500 marines is not a large offensive force by any means - and ships in Singapore do not mean it's all about China," Paul Dibb, the head of the Strategic and Defence Studies Centre at the Australian National University, told Reuters. "But having said that, China is being increasingly assertive on the high seas. So while I don't see the US as encircling China, it would be silly to say China wasn't part of it." These developments on the littoral combat ships (LCS) are being closely watched by Lockheed Martin Corp, Australia's Austal, General Dynamics Corp and other arms makers that are building two models of the new warships for the US Navy, and hope to sell them to other countries in coming years.

"Because we will probably not be able to sustain the financial and diplomatic cost of new main operating bases abroad, the fleet of 2025 will rely more on host-nation ports and other facilities where our ships, aircraft, and crews can refuel, rest, resupply, and repair while deployed," Greenert wrote in the naval magazine. Ernie Bower, who is with the Center for Strategic and International Studies, said the emerging strategy for Southeast Asia would be far different from the big US bases established in Japan and South Korea in the past. "We're exploring a new arrangement with a smaller footprint, that is mission-specific, and culturally and politically more palatable to countries," he said, adding it would be difficult for Washington to drum up much political support for big bases in the region. Forward-stationing versus permanent bases would also save the navy money, he said. Greenert did not provide a timetable for the LCS stationing in Singapore. In the Philippines, a US ally that has clashed several times with China over the South China Sea dispute, the moves were welcomed. "We're together in Asia Pacific and we face common security challenges," said defence spokesman Peter Paul Galvez. "We see several security challenges where we actually need inter-operability and interplay exercises including disasters, threats of terrorism, freedom of navigation, piracy and human trafficking. We cannot deny that we need their assistance in that aspect." **Source : indiatiimes**

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Above seen the Floating Dock “**Andalucía**” owned by **Mario López Shipyard (Cernaival Group)** once her lengthening of 45 mtrs has been completed (New length 145 mtrs). Photo : Cernaival Shipyard ©

ROUTE, PORTS & SERVICES



prettige kerstlagen en een goed
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Boskalis completes acquisition of MNO Vervat

Royal Boskalis Westminster has completed the previously announced acquisition of **MNO Vervat**. MNO Vervat holds a leading position in the Dutch civil infrastructure market. Established in 1917, this family-owned business is specialized in road construction, concrete and other civil construction work. Internationally MNO Vervat operates mainly in Suriname.

MNO Vervat has an annual revenue of around € 300 million, an order book which is worth over two times the annual revenue and employs around 1,000 staff. The tie-up of Boskalis Nederland and MNO Vervat will create a player with combined infra revenue of around € 0.5 billion with the ability to play a leading role at the upper end of the Dutch market. Through the acquisition Boskalis will gain valuable knowledge and expertise for its international activities in the area of concrete and other civil construction. This will enable Boskalis to respond to the increasing demand for all-round solutions for complex port and offshore projects. Comparable expertise is already very successfully applied within the group on a regional scale in the Middle East through our partnership with Archirodon. Source : Dredging News Online



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The **GEO CARIBBEAN** seen departing from Cape Town – Photo : Ian Shiffman ©

Haven van Gent rekent inflatie niet door bij herziening haventarieven

Elk schip dat in de haven van Gent afmeert, betaalt daarvoor havengeld. Het Havenbedrijf Gent heeft voor 2012 deze haventarieven herzien. Het is al drie jaar geleden dat ze nog werden aangepast of verhoogd. Globaal stijgen voor 2012 de tarieven voor de havengebruikers met 2%. Het is voor het eerst in drie jaar dat de tarieven in de haven van Gent gedeeltelijk worden aangepast aan de inflatie. Het Havenbedrijf besliste voor 2012 de normale indexering van meer dan 3,4% slechts voor 2% door te rekenen. In 2010 en 2011 was er zelfs geen tariefaanpassing ondanks een inflatie van respectievelijk 0,25% en 3,1%. De afgelopen jaren zijn de havengelden in Gent globaal bijna 5% onder de gemiddelde inflatie gebleven. Ro-ro stimuleren Naast de algemene tariefaanpassing van 2% is ook het tarief voor ro-ro (roll-on/roll-off) grondig herschikt om nieuwkomers de mogelijkheid te geven concurrentieel te starten. De tarieven voor bestaande ro-ro-aanbieders blijven gehandhaafd en zijn bij grotere volumes zelfs relatief voordeliger. Het Havenbedrijf Gent wil hiermee verder inzetten op het behouden van de bestaande ro-ro-activiteiten en het aantrekken van nieuwe. Van drinkwater tot beveiliging Elk zeeschip of binnenvaartschip dat haveninfrastructuur of diensten gebruikt, dient aan het Havenbedrijf Gent bepaalde tarieven te betalen. Bijvoorbeeld voor het leveren van drinkwater aan binnen- en zeeschepen, het gebruik van werkvaartuigen, het gebruik van de brandblusboot, materialen, stroomgoten en kraanrails, diensten in het kader van de havenbeveiliging en de afgifte van scheepsafval door de binnenvaart. Elk zee- en binnenschip dat in de haven afmeert, dient daarvoor ook havenrechten te betalen.



Last Wednesday afternoon the brand new tender **SC CHEETAH** of **Sima Charters** arrived direct from it's builders in the port of Maassluis. It's the third out of a series of three. With sister ships **SC Puma** and **SC Lynx** and the three other vessels in the fleet, **Blue Whale**, **Callisto Maassluis** and former Dutch Pilot tender **Jan van Gent**, Sima Charters.com can offer more fleet capacity to the maritime industry. **Photo's : Cees Kloppenburg ©**

Sheerness lifeboat cox celebrates 30 years at the helm

RNLI's Robin Castle, 57, given a 30-year long service award



It has been 30 years since the coxswain of the Sheerness lifeboat took the helm – he's had brushes with death more times than he can remember and saved thousands of lives, but he wouldn't change a thing. **Robin Castle**, 57, has now been given a 30-year long service award. He said: "It was at our Christmas dinner when we take the wives and families out to thank them for putting up with everything, when they gave me my badge, which was great."

He is a paid employee of the RNLI and has no intention of stepping aside any time soon. "It's in my blood now. I could have retired at 55, but decided to stay on. I am not planning to retire any time soon," he said. Robin has been the coxswain of the Sheerness lifeboat since December, 1981, before which

he was the skipper of a Medway Port Authority patrol boat.

The RNLI crews, many of whom are volunteers, provide a maritime search and rescue service for the Kent coast from the lifeboat station. Mr Castle, who received an MBE in the Queen's New Year Honours List in January, 2010, said: "I love this job, but it can be dangerous. The worst incident was during the great hurricane of 1987. I was presented with a bronze medal for gallantry by the RNLI for what happened that night. "It was at about 5am and winds were in excess of 90 knots at Garrison Point. "The coastguard at Queenborough harbour asked us to check out a report of red flares seen off Allhallows. What would have normally been a quick passage was quite time consuming because of the weather. It was very scary too.

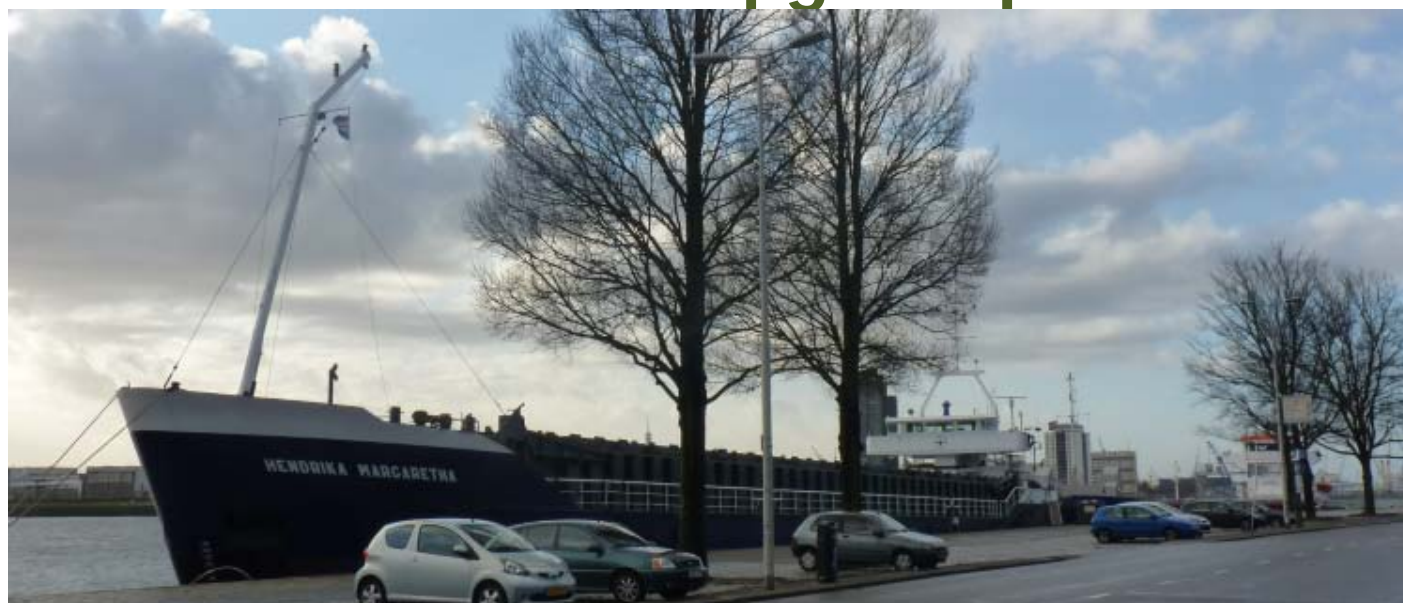
"I had all the crew put their lifejacket lights on, and we were all clipped to the boat with lifelines, just in case. That was very unusual. "We spotted a small craft that was being swamped. We got alongside but the men on board couldn't hear us calling to them because of the wind. "Finally, we managed to get both off and then their boat disappeared. It was a close call. "They had been angling and at midnight there wasn't a breath of wind. They had no idea a hurricane was on its way.

"That was a hairy one – it's a job that really stands out." Of the changes in the service over his three decades, he said: "The biggest have been the boats we use. There have also been massive improvements in safety and of course the

training is 100 per cent better.” Of the long service award, he added: “I was overwhelmed. Of course none of my work could have been possible without the crews past, present and those no longer with us.” **Source : KentNews**

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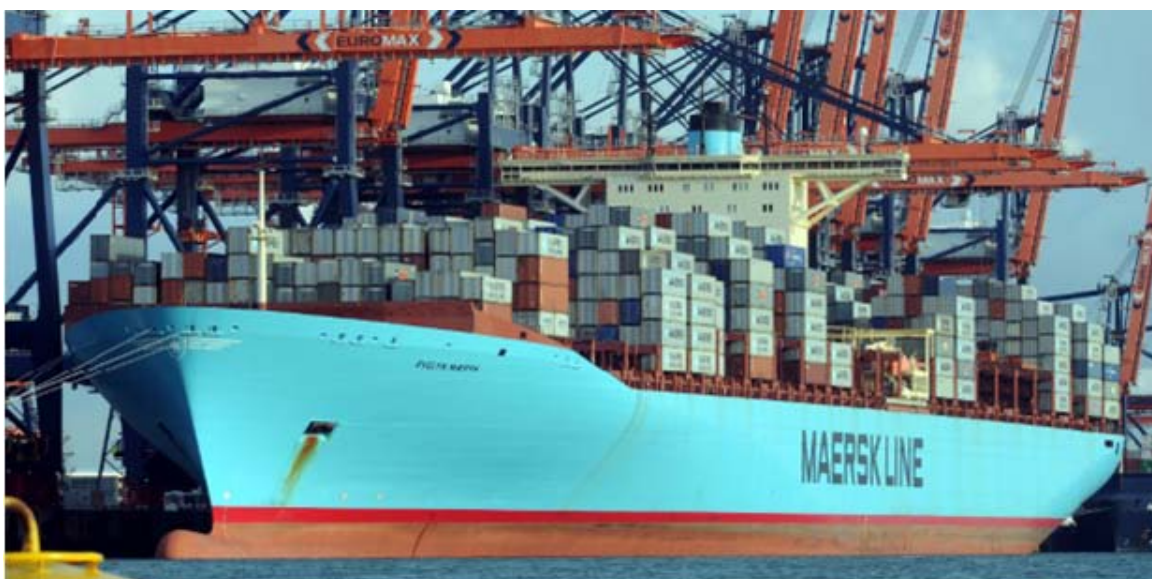
Parkkade opgeknapt



Parkkade in het centrum van Rotterdam waar in 2011 bijna 1500 zeeschepen gebruik maken

Volgend jaar krijgt de Parkkade een nieuwe kademuur van het Havenbedrijf Rotterdam. De openbare Parkkade vervult een belangrijke functie als ligplaats voor de kleine zeevaart. Gemeente en het Havenbedrijf hebben afspraken gemaakt over de overgang van de stadshavens naar de gemeente. Voordat dit gebeurt, knapt het Havenbedrijf deze kades op. Inmiddels zijn onder andere de Rijnhaven, Westerkade, Feijenoordkade, Boompjes en Oosterkade overgedragen aan de gemeente. Ook de Parkkade wordt gerenoveerd maar vanwege zijn maritieme functie blijft die in het bezit van het Havenbedrijf. Het Havenbedrijf is onlangs begonnen met de aanbesteding en verwacht in het voorjaar met de renovatie te kunnen beginnen. Het ziet er op toe dat er zo veel mogelijk parkeerplaatsen in tact blijven tijdens de verbouwing, daarom ook wordt de Parkkade in twee fases opgeknapt. Men begint bij de Van Ommerenhaven en werkt in de richting van de Maastunnel. Verwacht wordt dat de verbouwing circa een jaar in beslag gaat nemen.

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The **EVELYN MAERSK** which was destined for Antwerp was reroute to Rotterdam in view of the weather, above is the vessel seen at the Euromax terminal in Rotterdam-Europoort - **Photo : Fred Vloo ©**

P&O pull freight from Troon

FERRY giant P&O has pulled its freight service out of Troon.

And now the community fears that the passenger service will be next for the axe. The freight service, which carried a minimum of 2600 loads, will now operate exclusively out of Cairnryan, 11 miles south of Ballantrae. This means every single one of the lorry loads will now have to travel along the already packed A77. But P&O dismissed claims that the passenger service is under threat. Troon councillor Peter Convery is angered by the company's decision to pull cargo out of the town.

He said: "The facility at Troon is really first class and personally I'm deeply disappointed at their decision. "I have no idea what the hauliers must think, but with the added wear and tear to the vehicles, more fuel consumption and no dual carriageway outside their door, it's a wonder they haven't complained. "I think we have to accept this was a purely financial decision on P&O's part. "The Scottish Government has recently withdrawn the nationwide freight facilities grant which is worth millions across the country.

"So that may have had an effect on their decision, although I can't be certain about that." The shallow Troon harbour means that there is only one ferry in the P&O freight arsenal that can use the port. And when that boat was taken in for repairs two weeks ago, the company made the decision to permanently switch their service to Cairnryan. It's believed that P&O have been making an annual loss of up to £3 million at the Troon port.

The company however deny rumours that the passenger service, which runs from april to September, is now at risk. The loss of this service could prove catastrophic, not just to Troon but to tourism in Ayrshire as a whole. A spokesman for the company said: "The passenger service was reviewed and P&O are maintaining the service." Councillor Convery added: "It would be lovely to think they'll find a way to return, but I think in the short term, we have to accept they won't be back. "The drivers used to use the local shops and some would stay in the B&Bs to pick up loads in the morning so all that will be effected.

"And it's not just limited to Troon. "Towns and villages such as Ballantrae, Girvan and Maybole will all be affected." The P&O spokesman added: "The freight ship Norcape is to be withdrawn from the Troon-Larne service and the business transferred to the higher capacity and higher frequency route to Northern Ireland from Cairnryan.

"The company has spent much of the last year carefully considering ways of developing its business on the Irish Sea and has examined a variety of options for services from Troon but with the constraints of the harbour, and the lack of available ships to replace the ageing shallow draft Norcape, has concluded that freight customers will be better served from Cairnryan.

"The current freight service from Cairnryan to Larne has the capacity to accommodate the additional freight traffic without requiring any additional crossings." **Source : ayrshirepost**

.... PHOTO OF THE DAY



Above seen the **Fairmount Glacier** moored in Cape Town
Photo : Ruud Muis - AEGIR-Marine BV

BOEKBESPREKING

Door : Frank NEYTS

"De Wetenschap van de Zee"

Bij Uitgeverij Acco te Leuven verscheen een zeer interessant boekje onder de titel "**De Wetenschap van de Zee. Over een onbekende wereldoceaan**". Het is een initiatief van het Vlaams Instituut van de Zee (VLIZ) en werd geschreven door Evy Copejans en Michiel Smits. Ons leven op aarde is fundamenteel verbonden met de oceaan. Voeding, medicijnen en grondstoffen, we halen zoveel uit de zee. Dit boek laat je allerlei fascinerende mechanismen onder het wateroppervlak ontdekken: eencelligen die een lichtje branden om een partner te veroveren, badeendjes die de wereld via zeestromingen rondreizen, mammoeten die ooit de Noordzeebodem bevolkten tot een zeespiegel die niet vlak is.... En wist je bijvoorbeeld dat mensen net zoals dolfijnen blindelings obstakels kunnen ontwijken door middel van echolocatie?

"**De Wetenschap van de Zee**" richt zich naar iedereen die geïnteresseerd is in zeeën en oceanen. Door de keuze van de onderwerpen is het ook een ideale leidraad voor leerkrachten wetenschappen, met begrippen en concepten die

relevant zijn voor het secundair onderwijs. Op de website www.zeewetenschappen.be vind je trouwens bijhorende originele practica om de onderzoekscompetenties te realiseren en je lessen te marineren. Een aanrader !

“**De Wetenschap van de Zee**” (ISBN 9.789033.484124) werd op handig klein formaat als softback uitgegeven. Het boek telt 175 pagina's en kost 24.50 euro. Aankopen kan via de boekhandel of rechtstreeks bij de Uitgeverij Acco, Blijde Inkomststraat 22, B3000 Leuven, België. Tel +32 (0)16.62.80.33, Fax +32 (0)16.62.80.01. Info www.uitgeverijacco.be

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