



Number 354 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 20-12-2011**

News reports received from readers and Internet News articles copied from various news sites.



ADMC
Anglo Dutch Marine Contractors

SPECIALISED IN
Heavy lift with floating sheerlegs | Towing & transport | Salvage | Wreck removal
Demolition works | Civil contracting | Engineering | Marine Consultancy

Contact us directly via **+44 755 7265 560** or **info@admc.nl**



www.admc.nl



The KNRM lifeboat FRED is based on Neeltje Jans (Inside)

Photo : Jan de Koning ©

**Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
PLEASE SEND ALL PHOTOS / ARTICLES TO :**

newsclippings@gmail.com

If you don't like to receive this bulletin anymore :

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

EVENTS, INCIDENTS & OPERATIONS



Wire Ropes • Towing, Lifting and Hoisting Equipment • Consulting
Nijverheidsweg 21 - 3161 GJ Rhoon - Tel. +31-(0)10-5018000

VLIERODAM B.V. - THE NETHERLANDS – www.vlierodam.nl



The **THALITA** seen moored in Gibraltar – Photo : Francis Ferro ©



DNB sees worsening 2012 shipping loan outlook

Norway's DNB, a key lender to the global shipping industry, warned its loan book to the sector would worsen in 2012, with non-performing loan rates on the rise as crude transport rates stay weak and already low dry bulk rates could fall further, Reuters reports. DNB said on Friday that only 0.2 percent of its shipping portfolio was considered non-performing. The bank said this would rise, but declined to predict how fast, and said it had ample loan absorption capacity and was prepared for the worst.

"With the shipping markets remaining where they are today, we must expect some negative migration in the portfolio, but we do not expect dramatic shifts," Harald Serck-Hanssen, head of DNB's shipping business told a conference call.

DNB is one of the most exposed banks to the downturn in the global shipping sector as over 10 percent of its loans are to the sector. A slew of ships ordered when times were good has continued to be launched this year, outpacing demand in the dry bulk and tanker markets, depressing freight rates and battering ship owners' earnings. DNB said about 37 percent of the 86 billion crowns (\$14.35 billion) on loan to the traditional shipping sector were considered to be in the "most difficult" segments of the industry.

"We hope for some of the factors to surprise us positively but we are prepared for the worst in the dry bulk sector," Serck-Hanssen said. "We have considerable loss-absorbing capacity". The bank said it may opt by choice to take a provision on performing loans due to the market's sluggish outlook. DNB said the tanker market was the most distressed and there was little improvement in sight for rates but the bank's portfolio in the segment was especially robust.

Rates in the dry bulk segment could fall even further in 2012 while container rates were seen improving slightly, DNB said. It said it saw restructuring taking place in the container market, with some players exiting that business or mergers and acquisitions taking place.



The **STENA STEALTH** seen moored in Amsterdam – Photo : Erwin Willemse ©



A fragile, buckling Rena weathers 6-metre swells, but holds together



A STORM with winds of 30 knots and swells of six metres has so far been weathered by the wrecked containership Rena stranded on the Astrolabe reef, New Zealand for more than 10 weeks. Salvage crews spotted some buckling on the starboard side, but motion sensors attached to the hull have detected no significant movement.

Photo : LOC ©

Before the storm, the salvage crew was able to attach three steel patches each weighing 700 kilos to internal corridors to keep the ship, and its remaining 1,076 TEU load steady. They hopes to attach further three. They have been able to remove up to 206 containers. Eighty-six have washed overboard.

The vessel has already spilt oil measuring about five kilometres long and 30 metres wide. So far the storm has washed over two containers, one of which sunk and the other carrying lumber remained afloat, reported Tauranga's SunMedia.

Giant crane lifts HMS Belfast's collapsed gangway out of the river



A giant floating crane came to the Upper Pool of London on Friday to salvage the twisted remains of the brow leading from the shore to [HMS Belfast](#) which collapsed last month.



Tower Bridge lifted at 10am on Friday to allow the **GPS Atlas** sheerleg crane to reach **HMS Belfast**. **HMS Belfast** has been closed to the public since the scaffolding-covered brow collapsed into the Thames on 29 November.

Photo : Geoffrey Thornton

The ship is owned by the Imperial War Museum which refused to comment on how long the closure might last. "Since the incident we have been working with both the Port of London Authority and the Health and Safety Executive (HSE) to ensure the collapsed gangway presents no immediate risk while we develop a full recovery plan," said an IWM spokeswoman.

"The recovery plan has now been developed and agreed with the HSE and Port of London Authority. Work to implement the plan is underway and as part of this a crane barge (sheerleg crane) is being brought in on Friday 16 December to remove the damaged section of the gangway from the river.

"The ship will be closed until further notice." **Source : London SE1**



CMA CGM manages to remain profitable

French carrier CMA CGM sank into the red in Q3, but remains in profit for the first nine months of the year. The container line's revenue increased by 2.8% compared with the same quarter last year, up to \$3.85 billion, with an operating profit of \$80 million. But its net result produced a loss of \$223.8 million after interest on loans and other financial payments. Revenue increased by 5.2% to \$11.08 billion, with an operating profit of \$672 million. Cargo volumes grew by 9.4% up to 7.42 million teu. CMA CGM also announced a partnership deal with Mediterranean Shipping Company (MSC) and said it expected to see an upturn in demand in 2012, "led by the persistent growth in the container shipping industry, which is steadily gaining market share from other transport modes, and the market-driven moves to rationalize current shipping lines".

The group has decided to deploy an action plan to reduce full-year costs by \$400 million, which will deliver its full impact in 2012. This will involve rationalizing lines and capacity, renegotiating vessel charter rates, improving vessel fuel efficiency and continuing to implement its ship and container asset disposal program. The operating agreement with MSC, which concerns the South American trades, Asia-Northern Europe and Asia-Southern Africa. **Source: The Bulletin**



The **TORM FREYA** seen enroute Amsterdam – **Photo : Marcel Coster ©**





Leerling Proces Operators

TOS zoekt voor de BP Amsterdam Terminal (BAT) Leerling Proces Operators. Ben je woonachtig in de regio Amsterdam en beschik je over een technische en/of nautische opleiding op MBO-niveau? Mail dan onze divisie Select: select@tos.nl
Ervaring op een tanker of in de procesindustrie is een pre.



www.tos.nl

Salvage resources for giant ships

There is a degree of optimism inherent in any shipping investment and nobody, as they make up their mind to invest in a newbuilding, thinks of the worst calamity that might overtake the ship being ordered. The White Star Line would never have ordered the Titanic if they had foreseen her fate, and it would very unfair to fault them retrospectively for their lack of anticipation.

Nevertheless, it might be prudent to at least spare a few thoughts as to how some of the giant ships now coming into service might be salvaged, should they be so unfortunate as to require the services of salvors. Has anyone actually asked the salvage experts whether they have adequate resources to deal with a disabled 400,000 DWT dry bulker full of iron ore, or a grounded 15,000 TEU container ship, or even deal with the aftermath of a serious accident involving a ship with upwards of 6,000 souls aboard? Salvors, for their part, would seem to suggest that all these excellent designs for ships that will drive serious scale economies have been undertaken without looking at their current capabilities and resources. Last week, the President of the International Salvage Union, Andreas Tsavlis, took the opportunity to reiterate salvors' concerns about a whole range of issues that tax their patience. He suggested that salvage awards have become inadequate, and whatever the salvor might have done to save some wrecked ship in terms of expertise and commitment, the courts fail to recognise the reality of their claim. Salvors are going to need a new generation of both tugs and people to cope with the probable demands of these monster ships, but cannot presently afford either. There needs, he said, to be more understanding of "environmental" salvage, where the value is in the efforts which

spare a coastline from pollution, rather than the “salved” value out of which traditional awards would be paid. Salvage crews are getting older and their clever, technologically astute and brave replacements need to be recruited. But who wants to join this sector, not least, said Mr. Tsavlis, for their exposure to criminal sanctions? It is a valid point, which ship operators will doubtless understand.

But back to giant ships. You do not have to recall the struggles to save the containership Napoli or the present efforts with the Rena on the New Zealand coast to realise that containerships are notoriously difficult ships to salve. What sort of plant will have to be summoned to get the cargo off a wrecked 18,000 TEU vessel, with water in all her holds and containers seven high on the deck of the damaged giant, perhaps lying in an exposed position offshore? And where will such barges and high-reach cranes be found? Mr. Tsavlis suggests that such is the number of very large containerships pouring out of shipyards, that statistically there will one which comes to grief. Of course, one could ignore these matters and convince oneself that such an accident “could not happen to me”, such is the quality of one's



operation. And it is significant that the world's biggest passenger ships do have a degree of redundancy and “return to port” capability because such risks have been assessed and understood. But history is sometimes useful in providing indicators to the present and we might look back to the “first generation” VLCCs, which were single-boiler steamships, commissioned at a time when no tug was sufficiently powerful to tow one of these disabled ships off a lee shore. We shouldn't have to find out the adequacy of salvage capability the hard way. **Source: Bimco**



MSC. LEIGH, is seen leaving Grand Harbour, Valletta, Malta, on the 18-12-2011, after repairs at Palumbo Ship Yards

Photo : Mario Schembri ©

Chinese-owned container firm ECT sues Rotterdam port

Chinese-owned container terminal operator ECT has sued Rotterdam port and asked for 900 million euros (\$1.2 billion) compensation in a dispute over container operators due to open in the enlarged harbour in the coming years, the port said. A spokesman for ECT, owned by Hong Kong-listed Hutchinson Whampoa unit Hutchinson Port Holdings, said Rotterdam port, Europe's biggest, was not sticking to its expansion plans. "The problem is that there will be new land available and the new terminals are coming online very soon and we think this will lead to a lot of overcapacity," ECT spokesman Rob Bagchus said.

Rotterdam port said ECT wanted compensation of 900 million euros if its demands were not met -- ECT wants Rotterdam to delay the opening of terminal operations at a new port area called Maasvlakte 2 and to cancel the cost of widening a port channel ECT uses. "The Port Authority is not concerned regarding the outcome of this lawsuit. The Port Authority and its legal advisors are convinced that, over the years, they have always operated correctly with respect to ECT," the port said. APM Terminals, part of Danish shipping group A.P. Moller-Maersk, and Rotterdam World Gateway Consortium, a group led by Dubai port operator DP World, will start construction of container terminals soon, the port said. "The Port Authority is averse to market control. The Port Authority will not and cannot protect businesses against market forces," the port said. ECT also has an option for an area on the Maasvlakte 2, the Rotterdam port said. ECT owns more than half of the container capacity at the Rotterdam Port, which is owned by the city of Rotterdam and the Dutch state. **Source: Reuters**



The 2008 built **TUCANA** seen moored at the all weather terminal in IJmuiden – **Photo : Hans Blomvliet ©**

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !**

NAVY NEWS




TYPE APPROVED MARINE AUTOMATIC TELEPHONE SYSTEM & TALK BACK

ALPHACONNECT 48/128

- Affordable easy-to-install 2-wire exchange
- 8-256 internal lines
- Connection to GSM/Satcom and Public Address
- Type approved telephones
- Integrated Talk Back
- Optional Public Address Integration



ALPHATRON

www.alphatronmarine.com
alphaconnect@alphatronmarine.com

PM raises Gorshkov aircraft carrier issue with Russia

Prime Minister Manmohan Singh has raised with Russia the issue of delay in the delivery of **Admiral Gorshkov** aircraft carrier to the Indian navy, saying it was important for India that the ship arrives in time. The **Gorshkov** issue was raised by the Prime Minister during the 12th Indo-Russian Summit talks with President Dmitry Medvedev at the Kremlin here yesterday.

Foreign Secretary Ranjan Mathai told newsmen that both India and Russia were clear that they would take necessary action to ensure there was "no slippages" in the delivery of the aircraft carrier which will be rechristened '**INS Vikramaditya**'.

Mathai said Singh told Medvedev that "it is very important for us (India) that the ship arrives in time." According to the Russian side, the delivery would be delayed till 2012. They also claimed that since last year New Delhi has not made any payments although the extra work to the tune of USD 1.7 billion has been done by the shipyard.

The 44.5-thousand tonner Kiev class aircraft carrier was to be initially commissioned as **INS Vikramaditya** in August this year under the USD 1.5 billion deal signed in January 2004, which included the refit of the vessel and supply of 16 MiG-29K fighters. Sea going and flying trials of the refitted aircraft carrier will be conducted by the Russian crew trained on the '**Admiral Kuznetsov**' aircraft carrier in service with the Russian Navy. **Source : DNAIndia**

Chinese naval escort task force calls at Singapore port

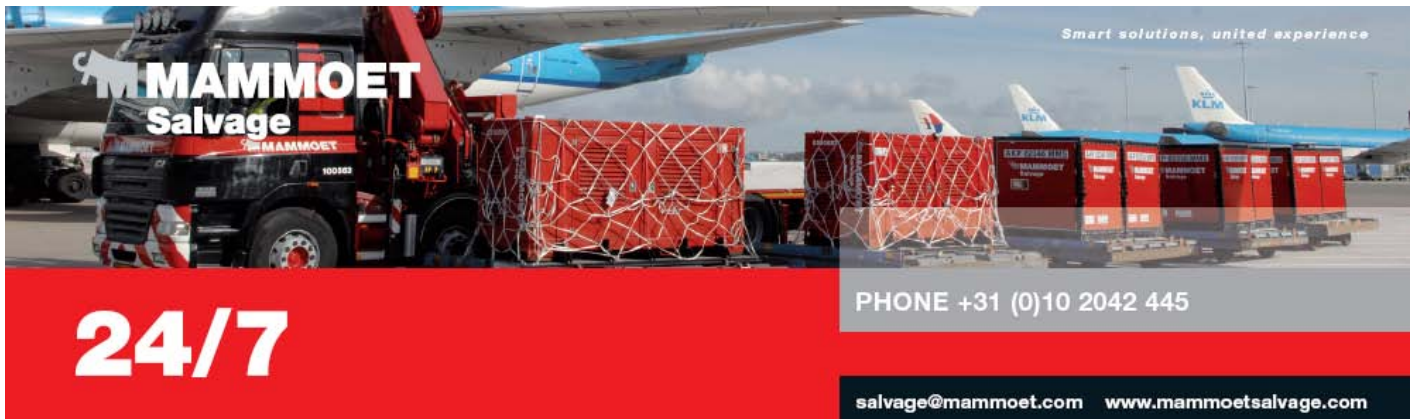
Two Chinese Navy ships called at Singapore's Changi port on Sunday on their way back to China from an escort mission in the Gulf of Aden and the waters off Somali. The destroyer **Wuhan** and the frigate **Yulin** were part of the ninth flotilla dispatched by China in July to guard commercial ships in the troubled waters against pirates.

They are stopping over in Singapore for three days to replenish fuel, water and other logistic supplies, officials said.

The task force will also have exchanges with the Singapore side on anti-pirate efforts, and visit Singapore's Information Fusion Center, which is aimed to promote collaboration and information sharing in maritime security. The Chinese sailors were received at the port in Changi Naval Base on Sunday morning by Colonel Tan Kai Cheong, commander of the 3rd Flotilla, Singapore Navy; Chinese Ambassador to Singapore Wei Wei and other Chinese diplomats, as well as representatives of Chinese companies and the Chinese community in Singapore.

Guan Jianguo, commander of the Chinese flotilla, said the task force left the port of Zhanjiang in Guangdong province on July 2. The two Chinese naval warships made port calls in Kuwait and Oman for friendly visits before stopping over at Singapore. The Chinese flotilla escorted 280 commercial vessels, including both Chinese and foreign ships, during the five months of the escort mission in the Gulf of Aden and the waters off Somali. Sixteen of the escorted vessels were Singapore-registered. The Chinese task force and the anti-pirate flotilla dispatched by Singapore also organized exchange visits, and the commanders of the two flotillas also met for exchanges. The Chinese Navy ships will leave Singapore on Tuesday for their home country. **Source : Xinhuanet**

SHIPYARD NEWS



MAMMOET Salvage

Smart solutions, united experience

24/7

PHONE +31 (0)10 2042 445

salvage@mammoet.com www.mammoetsalvage.com



SBM CALM buoy (weight : 275 Ton) being air lifted to be lowered in the water at the DSIC Yard Dalian China for final ballasting and trimming purposes. - [Photo : John Ravenshorst](#) ©

Sembcorp Marine wins \$140m conversion contract

Sembcorp Marine's subsidiary [Sembawang Shipyard](#) has clinched a \$140m contract from Equinox Offshore Accommodation to convert a ropax vessel to a DP2 accommodation and repair vessel (ARV). The vessel, named [ARV3](#), is expected to arrive in the shipyard in January 2012 for the conversion and modification works. Completion is scheduled in the fourth quarter of 2012.

The [ARV3](#) will be deployed to support offshore works in Brazil for five years under owner's charter contract with Petrobras. The diesel electric DP2 high specification vessel will be designed and equipped to provide accommodation and workshop facilities to support projects in deepwater areas, according to Sembcorp Marine. **Source : Seatrade Asia**

Malaysia firm wins \$2.8 bln navy ship deal



A Malaysian shipbuilder says it has won a 9.0 billion ringgit (\$2.8 billion) deal from Kuala Lumpur for six naval vessels developed by French manufacturer DCNS. In a filing with the local bourse late Friday, Boustead Naval Shipyard said it was given a letter of award by the Malaysian defence ministry to build and deliver six "second generation patrol vessels littoral combat ships".

"The delivery of the first of class ship is estimated in 2017 with follow on ships every six months thereafter," it added.

Last week Boustead said it had been selected by Malaysia's navy to build the corvettes, which DCNS says can stay at sea for three weeks and are designed to navigate coastal areas and island groups to fight piracy and patrol fisheries.

The vessels are 100 metres (330 feet) long and can each transport one EC275 helicopter made by Eurocopter, a subsidiary of EADS. DCNS already had a relationship with Boustead through a joint venture in 2009 to maintain two

diesel-propelled Scorpene submarines used by the Malaysian navy. DCNS has previously sold 11 frigates to Malaysia's neighbour Singapore, five of which were built in the city-state. **Source : Googlenews**



Above seen the fabricating of ship sections on a yard in Dalian China, later to be shipped to a yard in Japan for assembly. - **Photo : John Ravenhorst ©**

Gibdock takes major steps to fulfill rig strategy

Gibraltar-based Gibdock's key strategic aim to carve a niche in the growing regional market for jack-up and semi-submersible drilling rig repairs, maintenance and modification work, has moved an important step closer. Following the arrival in October of the 22,604gt Etesco Millennium, a modified semi-submersible built in 1976 by Marathon Le

Tourneau and upgraded in 2006, steel repair work has been carried out afloat and tasks in the pipeline include tank cleaning and repair, and work to enable safe mooring.

An extensive survey of the rig structure is being carried out to ascertain its condition. The rig has been working offshore continually for over five years and Richard Beards, Gibdock commercial director, says: "We are optimistic that the owner will authorise further work to the rig once this survey process is completed and details of the rig's future deployment are confirmed." The contract is an important landmark for Gibdock, which has not handled a drilling rig since 1998. "We believe that the successful completion of this project will lead to more work of this type," says Mr Beards. "It is part of our future strategy to get into the semisubmersible and jack-up rig sector and having the Etesco Millennium in Gibdock can only help us to achieve this target."

In another important initiative to support its rig market strategy, Gibdock has commissioned an extensive survey of the seabed alongside its wharves. Joe Corvelli, Gibdock chief executive, says: "We investigated the harbour bottom in the area of the main wharf to be able to understand the suitability of the ground for landing a jack-up rig. "The conclusion was that the area is perfectly suitable for receiving jackup spud cans and was soft enough that they would not be damaged, but hard enough that the weight would be supported and the structure safely moored." In investigating the seabed, Gibdock performed a high-power deep penetrating sonar survey and undertook a number of core samples. The combined results were integrated to develop a three-dimensional profile of the ground layers and their individual characteristics. The conclusion was confirmed in a review carried out by a leading jack-up rig owner and a specialist rig repair contractor with extensive experience in this area. Mr Beards says: "The results have demonstrated without doubt that our facilities are suitable for accepting jack-up rigs," says Mr Beards. "The investment we have made in this survey will reassure rig owners that we can accommodate large jack-up rig projects here in Gibdock and that they can bring their rigs to Gibraltar with full confidence that there are no technical constraints." Armed with this technical appraisal and the showcase provided by the Etesco Millennium contract, Gibdock is confident it is on the verge of an important breakthrough in this sector. "The quality of our staff and our facilities make us extremely well suited to this kind of work," says Mr Corvelli. "There is simply no better location to handle rig repair repairs and, with demand for rigs in West Africa, the Mediterranean and Black Sea getting stronger, we believe we are well placed to secure more rig business in the coming year." **Source: Gibdock**

NASSCO gets \$424 million to build Navy ship



Congress has voted to give General Dynamics-NASSCO in San Diego \$424 million to build the third and final Mobile Landing Platform ship that will be constructed for the Navy. NASSCO had already been funded to build the first two MLP vessels, which will be used as staging areas for the Navy and Marines. NASSCO has started building the first MLP, a 765-foot ship that is among the larger vessels the company has built over the past 20 years.

The money for the third ship was included in the defense authorization bill recently passed by Congress. The appropriation was supported by U.S. Senator Barbara Boxer (D-Calif.), who said in a statement that the money "will support 2,000 shipyard jobs in San Diego and capitalize on long-lead financing provided in previous legislation. This will save the Navy as much as \$200 million and was one of the major victories that came out of this appropriations process." NASSCO has about 3,300 employees, most of whom repair and upgrade Navy ships and built military and commercial vessels. The new contract is important for the company, which is struggling to land contracts to build new commercial vessels. **Source : SignOnDiego**

ROUTE, PORTS & SERVICES



Monster aan voor een Wereldbaan

Redwise zoekt enthousiaste maritieme professionals voor ship delivery-opdrachten, maritiem uitzendwerk en crew management op uiteenlopende scheepstypen.
Monster aan op crewing@redwise.nl

Redwise
GLOBAL SHIP DELIVERY & CREWING

www.redwise.com info@redwise.nl



Above seen **Dawn Princess** departing Port Melbourne Wednesday 14 December on a round New Zealand cruise.

Photo : Bill Barber ©

Queensland allocates land for new port

IHS Fairplay reports that the government in the state of Queensland in Australia has announced the allocation of land for a new A\$10 billion (US\$10 billion) coal port south of Mackay. Premier Anna Bligh said the 380ha site would be divided equally between two terminals, to be developed separately by Adani Mining, a subsidiary of India's Adani Group, and Dudgeon Point Project Management, a subsidiary of Brookfield Infrastructure.

"The successful developers will receive about 190ha each, specifically for new coal terminals, plus the land required for associated infrastructure outside the stockyard," she said in a statement. "The proposed two terminals will provide export capacity up to 180 million tonnes per year – that's 50 million tonnes more than the current capacity at the Port of Hay Point," she added.

Construction would begin in 2013 if approvals follow. The terminals are expected to include eight new offshore berths, two jetties to the offshore wharves and a rail spur to Dudgeon Point. The government also recently announced that plans to expand Abbot Point coal port to seven terminals had been changed to include two more terminals; the state is banking on growing mining-tied demand. **Source : Dredging News Online**

Winch order for mega-boxships

German deck equipment supplier **TTS Marine**, of Bremen, has announced a contract to provide the anchor and mooring winch system for the largest container vessels yet to be built. The agreement with **Daewoo Shipbuilding & Marine Engineering (DSME)** in South Korea comprises the delivery of electric frequency controlled winches for a 20-ship series of 18,000TEU container vessels to be built at DSME for what TTS describes as "one of the world's leading shipowners" – but it is well known, and has been reported here previously, that an order for 20 such boxships

has been placed with DSME by Maersk. The frequency controlled electro driven winch system that TTS will install on each of these 400m ships has been designed to perform according to the shipowner's own innovative specification. Ivar K. Hanson, executive vice president and head of TTS marine division, says: "TTS is very proud of the customer's trust in its equipment. We regard this as confirmation that our solid technology and policy of ongoing research into the performance and reliability of our products is bearing dividends." **Source: Motor Ship**

Clipper Group sells 9.2 pct stake in DFDS



The **CLIPPER SAGA** seen outbound from Rotterdam – **Photo : Frits Janse ©**

Danish privately held shipping company Clipper has sold its 9.2 percent stake in Danish ferry and freight shipping operator DFDS, DFDS said on Thursday. Clipper Group A/S sold about 1.37 million shares, DFDS A/S said in a statement. It did not identify the buyer. Before the sale, Clipper had been the third-biggest DFDS shareholder after Lauritzen Fonden with 36 percent and A.P. Moller-Maersk with 31.3 percent. **Source: Reuters**

Etesco takes delivery of new drillship from Samsung Heavy Industries

On December 15, a new drillship owned by **Etesco Drilling Services LLC.**, a company established by a consortium comprising NYK, Mitsui & Co. Ltd., Kawasaki Kisen Kaisha Ltd., Japan Drilling Co. Ltd., Etesco Construções e Comércio Ltda. (Etesco), and Mike Mullen Energy Equipment Resources Inc. (MMEER) was delivered at Samsung Heavy Industries Co. Ltd.'s Geoje Shipyard in Korea. At the naming ceremony held on the day before the delivery, the drillship was named **Etesco Takatsugu**. J. NYK director and managing corporate officer Hitoshi Nagasawa participated in the ceremony, the NYK press release said.

The vessel is now heading for the pre-salt fields off Brazil, where it will be chartered for a maximum of 20 years from February 2012 by Petróleo Brasileiro S.A. for ultra-deepwater exploration of the fields at water depths down to 10,000 feet (about 3,000 meters). This vessel, which has been equipped with an advanced drilling capability, is one of only 46 drillships in this high-end class (as of December 19).

Since 2006, an NYK Group company has been entrusted by JAMSTEC (Japan Agency for Marine-Earth Science and Technology) to operate its scientific drilling vessel Chikyu, and through this experience NYK has been able to accumulate advanced know-how on the operations of drillships. In fact, this drillship business falls within one of the strategic pillars provided in the NYK Group's recently released medium-term management plan "More Than Shipping 2013" — i.e., to secure highly advanced energy-transportation business by taking advantage of the group's technical capabilities. NYK will continue its efforts in this regard by making use of the technical advances that the group continues to cultivate.

Ship's dimensions:

Length overall: 218 meters

Breadth: 42 meters

Displacement tonnage: 90,600tons

Rated water depth: 10,000 feet (3,000 meters)

Drilling depth: 40,000 feet (12,000 meters)

Builder: Samsung Heavy Industries Co. Ltd.

Delivery: December 2011

Etesco Drilling Services, LLC.

A consortium established in 2009 by NYK, Mitsui & Co. Ltd., Kawasaki Kisen Kaisha, Ltd., Japan Drilling Co. Ltd., Etesco, and MMEER. NYK holds 37.78% of the consortium's shares.



M3 Marine Expertise appointments Joseph Fisher (IEng MIMarEST) as Technical Director



After a further solid year of new client wins, excellence in performance of service and a growing international reputation, **M3 Marine Expertise Pte Ltd**, the offshore marine consultancy house subsidiary of **M3 Marine Group**, is delighted to announce the promotion of chief engineer, **Joey Fisher**, to Technical Director, he will also increase his shareholding in the business. Since its inception in early 2010 and with the tremendous leadership of the Managing Director, **Jo Clark**, the business has grown at a phenomenal pace.

Group CEO and industry veteran, Captain **Mike Meade**, said today; "Joey is, without doubt, one of the most knowledgeable Marine Engineers I have ever come across. He has become a real ambassador for M3 and its brand, delivering top quality work and advice under all circumstances without fail and always going the extra mile for the client. We view his promotion to the board as due reward for his consistently impeccable standards and hard work and a key driver to the success of **M3 Marine Expertise**".

M3 Marine Group is based in Singapore and is committed to meeting the growing local and international demand for specialized marine expertise and being industry leaders in the delivery of offshore brokerage and marine consultancy services. We combine our commercial market knowledge and strengths with solid marine and engineering expertise to provide a comprehensive service to all of our clients including brokering for sale and purchase, newbuild and chartering, DP Consultancy, Annual Trials, FMEA Authoring and Auditing, IMCA CMID Inspections, Dive System Auditing, Valuations, Market Analysis, Due Diligence, Expert Witness and Professional Placements.

PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER, YOUR ADDRESS WILL BE "DEACTIVATED" AUTOMATICALLY IF THE MAIL IS BOUNCED BACK TO OUR SERVER
If this happens to you please send me a mail at newsclippings@gmail.com to reactivate your address again, please do not write this in the guestbook because I am not checking this guest book daily.



High-speed ferry to Bahamas completes its maiden voyage

The **Bahamas Express**, a high-speed ferry service linking Fort Lauderdale and Freeport in the Bahamas, completed its first passenger roundtrip voyage Friday, returning to Port Everglades about 10:30pm. The high-speed ferry made the crossing in about three hours each way, dock to dock. That's faster than the Discovery Cruise that long plied the route and took about five hours on each crossing.

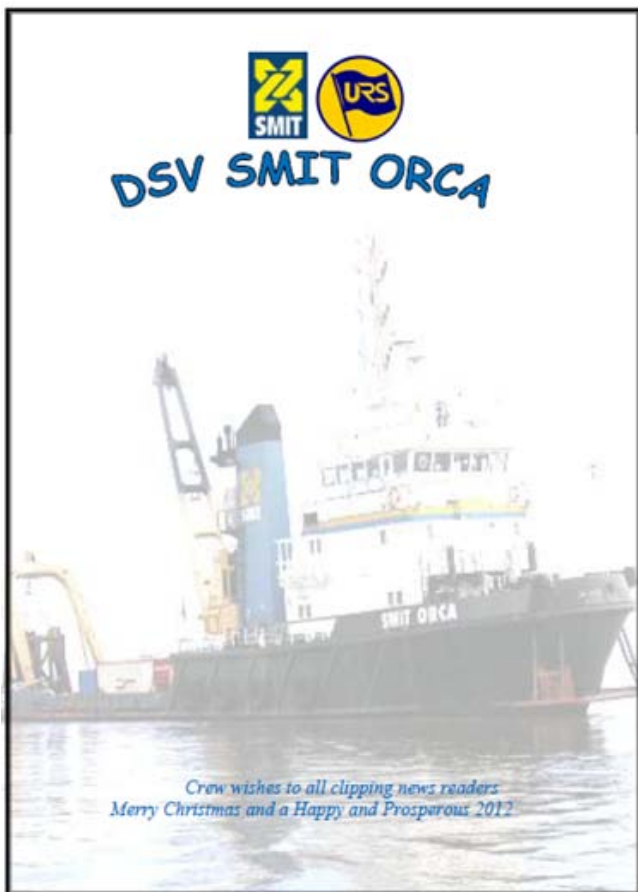
The ferry carried 20 passengers from Fort Lauderdale to Freeport on the inaugural voyage, and 91 passengers on the return trip from Freeport to South Florida on Friday night. Many lauded the ship's clean, modern features, but complained of difficulties carrying luggage up and down stairs. Some also missed the casino, buffet and entertainment provided on Discovery, which ceased operations in September.

Frederica Wilson, 46, of Grand Bahama Island was taking the ferry to South Florida to shop with her family, with stops planned at Sears, Walmart and Sawgrass Mills. Wilson said she was looking forward to a trip shorter than the Discovery had been, but she found the check-in process on the first day a bit slow.

The 242-foot catamaran can travel up to 32 knots, or roughly 35 mph, and make the Fort Lauderdale-Freeport trip in two and a half hours in calm seas, said Pilar Lecha, area manager for the Bahamas Express company. The colorfully painted ferry was supposed to start service Dec. 9 but was delayed because of government paperwork. All paperwork is now in order, Lecha said.

The Bahamas Express will operate the Fort Lauderdale-Freeport route daily except Wednesdays. Besides the time for crossing, passengers should plan on a half hour or more on arrival in each seaport to clear customs and immigration.

Source : Orlando Sentinel



Diana Shipping Inc. Announces Development Related to the Charter of M/V Houston

Diana Shipping Inc., a global shipping company specializing in the ownership and operation of dry bulk vessels, today announced that its subsidiary Gala Properties Inc. has not received from the charterer of the M/V "**Houston**" hires equal to approximately US\$4.8 million. The vessel currently continues to operate in accordance with the terms of the charter, which has an initial termination date of October 2014. The company is taking all necessary steps to recover the amounts owed to it under the charter, although there can be no assurance that it will be successful in doing so.

Global leader in ocean towage

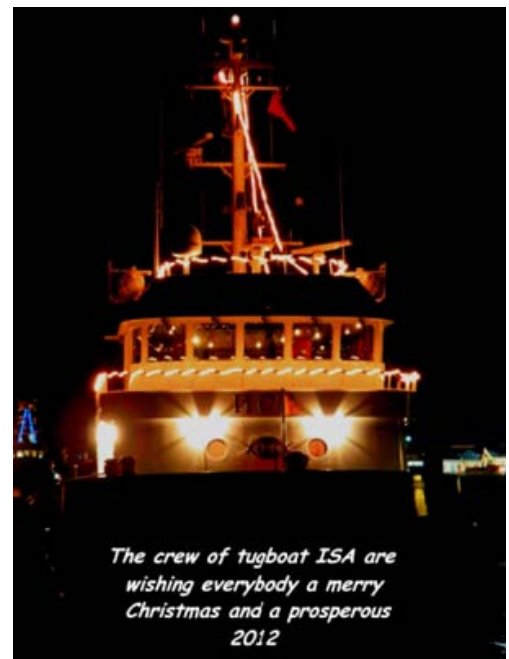
www.fairmount.nl

Hofpoort 16th Floor, Hofplein 20
3032 AC Rotterdam • The Netherlands

phone + 31 10 240 25 00
fax + 31 10 240 25 99
email sales@fairmount.nl



The **SMIT ANAMBAS** arrived in Schiedam – Photo : Michel Kodde ©



ADC signs new Port of Aqaba deal

Aqaba Development Corporation (ADC) signed an agreement with the Joint Venture consisting of BAM International and MAG Engineering and Contracting co. on Tuesday 13th December 2011. The agreement was signed by ADC's CEO H.E Mr. Mohammed S. Turk, and BAM International Country Manager Mr. Yousef Salhah, and MAG Engineering and Contracting co. Managing Director Mr. Hanna Abu Ghattas.

According to the agreement, BAM International & MAG Engineering Contracting co. are to begin implementing the marine works package for the New Port of Aqaba at the Southern area that includes the construction of four berths of a total length of 800m and the required dredging and reclamation works in addition to the construction of the Marine Services harbor in 24 months for an estimated cost of 65 Million Jordanian Dinars. H.E Mr. Mohammed S. Turk, ADC's CEO stated: "The commencement of the Package 1 Marine Works in the southern area of Aqaba is the first step towards implementing the New Port of Aqaba and ADC will continue tendering and implementing the remaining packages in parallel. The Marine Works is the main package in the New Port Project and shall contribute to develop Aqaba and transform it into a world class business hub and leisure destination."

Turk added: "The Aqaba New Port Project is an ultimate national priority. Aqaba Development Corporation is committed to implementing it according to the Zone's master plan in line with Aqaba Special Economic Zone Authority priorities. Upon the completion of the construction of the New port, the port operations will be transferred to the new port and the lands of the current main port will be handed over to Al-Ma'abar company within a three stages program. Aqaba Development Corporation through its general assembly in cooperation with Jordan's government and Special Economic Zone Authority will finance and implement the New Port of Aqaba Project". Mr. Yousef Salhah stated: "We take this opportunity to express our gratitude and appreciation with the trust endorsed to us by ADC to implement this strategic and important package and contribute with a unique addition to the marine transportation in Jordan and the region and we trust that this will meet his Majesty King Abdullah vision and the foreseen development of Aqaba city and the country of Jordan as a whole". The application of this joint venture that is consisted of BAM International and MAG Engineering and Contracting co. came as part of ADC's vision encourage and push forward the participation of local contractors in the specialized works as ADC had from the beginning of the project required the participation of a local contractor in a joint venture with an international specialized company undertaken at least 25% of the project works for each package. **Source: Aqaba Development Corporation (ADC)**

Two more tankers leave the fleet

Frontline has sold its 1992-built double hull Suezmax 'Front Beta' for recycling. Delivery to the new buyers, said to be Pakistan breakers, is expected to take place in later this month. The sale, believed to have been concluded at \$505 per Idt, will result in a net cash outflow for Frontline of about \$0.2 mill, after repayment of bank debt and the company said that it expected to record a loss of around \$0.1 mill. The other vessel leaving the fleet is Hebei's 1995-built VLCC 'Hebei Mountain'. She has been reported as sold for \$22 mill to Nathalin of Thailand for probable use as a storage vessel. **Source: Tanker Operator**

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US) (English version) or visit the subscription page on our website.

Om uit te schrijven klik [hier](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL) (Nederlands) of bezoek de inschrijvingspagina op onze website.

.... PHOTO OF THE DAY



The "**Gulf Bison**" seen entering Doha port/Qatar.
Photo : **Capt. Geert Dijkema** ©