



Number 357 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Friday 23-12-2011**

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



Above seen the "real" departure of the SMIT KIWI and SMIT EMOE from the ASL yard in Singapore, as seen on the last moment prior departure for Zeebrugge the bow sections were painted "Smit" yellow

Photo's : Paulus Firet ©

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EVENTS, INCIDENTS & OPERATIONS



SAL's **GRIETJE** seen off Cape Town – Photo : Aad Noorland ©

MNZ lays further charges against Rena officers

Further charges have been laid by Maritime New Zealand (MNZ) against the Master and Second Officer of the cargo vessel **Rena**, MNZ reports. The men, whose names and identities are suppressed, have been charged under S117(e) & 66 of the Crimes Act, which allege they "wilfully attempted to pervert the course of justice" by altering ship's documents subsequent to the grounding on Astrolabe Reef off Tauranga on 5 October.

The master faces four charges under the Act, and the Second Officer (Navigation) three charges. Each charge carries a maximum penalty of seven years' imprisonment. Both men already each face one charge under section 338 (1B) and (15B) of the Resource Management Act 1991 (RMA) relating to the "discharge of harmful substances from ships or offshore installations". The RMA charge carries a maximum penalty of a fine of \$300,000, or two years' imprisonment, and \$10,000 for every day the offending continues.

They also both face one charge each under section 65 of the Maritime Transport Act 1994 (MTA), "for operating a vessel in a manner causing unnecessary danger or risk". The MTA charge carries a maximum penalty of \$10,000 or a maximum term of imprisonment of 12 months. Both men appeared today in the Tauranga District Court and were remanded on bail without plea on all charges until 29 February 2012. MNZ will make no further comment while the matter is before the courts. Source : PortNews





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Above seen the 1986 built MLT flag self-discharging bulk carrier **CSL SHANNON** at Bunkering Area 4, Malta on Tuesday 20th December, 2011. She's the former Jebbens vessel **TRONES**.

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

Backlog Update: USD 55 Million in Awards and MSA with Keppel

Dockwise Ltd. today announces twelve new awards totaling USD 55 million, of which six, to the value of more than USD 15 million, are for execution in Q4 2011. The remaining contracts are for execution in 2012 and 2013. Furthermore the company has entered into a Master Service Agreement (MSA) with Keppel of Singapore for transportation of their jack-up and semi-submersible drilling units.

The USD 55 million awards comprise contracts for transportation of four jack-up drilling rigs, one semi-submersible drilling rig, assorted dredging equipment, offshore transfer and elevation platforms and tugs & barges. Transportations in 2012 will now also include a SPAR buoy from Finland to the Gulf of Mexico and a LOI for a multi voyage module transportation assignment. The Master Service Agreement (MSA) with Keppel of Singapore is similar to the agreement Dockwise announced with Seadrill in spring 2010 and will standardize conditions and accelerate negotiations on single transportation assignments for drilling rigs.

André Goedée, Chief Executive Officer of Dockwise, commented: "Operating activity remained subdued in the fourth quarter of 2011, reflecting the impact of global trade conditions. Despite this challenge, our business in the period has remained cash positive and will satisfy key performance criteria. Headline results for the quarter may be impacted by an impairment reflecting the sale of our yacht transportation business, DYT, closure of which is expected in Q1 2012. DYT will appear in the 2011 full year results statement under assets held for sale. Looking ahead, we firmly continue to pursue business opportunities for the short term. A fundamental increase in activity levels and better pricing conditions are not expected before the second half of 2012. At the same time we continue to be actively engaged in

tendering for T&I projects in various important regions and expect a further increase in backlog over time. Current contract developments for the longer term are in my view an encouraging affirmation of client confidence in Dockwise as a partner for challenging projects ahead." Dockwise will publish Q4 2011 results on February 14th, 2012. The annual report 2011 will be published on March 1st 2012.



The **CMA CGM JAMAICA** seen enroute Rotterdam – Photo : Ria Maat ©

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South American bloc bans Falklands ships

Brazil, Argentina and Uruguay agree to close their ports to shipping bearing flag of disputed South Atlantic islands.

Argentina, Brazil and Uruguay have agreed to close their ports to ships flying the flag of the Falkland Islands, a British territory in the South Atlantic claimed by Argentina. The move was announced on Tuesday at a meeting of the Mercosur trading bloc in the Uruguayan capital Montevideo. Leaders of the bloc, which also includes landlocked Paraguay, agreed that Falklands-flagged ships "should not dock in Mercosur ports, and if that were to happen, they should not be accepted in another Mercosur port," said Uruguayan President Jose Mujica. A statement issued at the end of the summit said member countries would adopt "all measures that can be put in place to impede the entry to its ports of ships that fly the illegal flag of the Malvinas Islands," referring to the islands by their Argentine name.

Argentine President Cristina Kirchner de Fernandez, who took over the presidency of the trade bloc from Mujica, thanked her fellow presidents for the show of support for Buenos Aires' claim to the archipelago, which lies 400 nautical miles from the Argentine coast.

"I want to thank everyone for their immense solidarity with the Malvinas," Kirchner said in a speech to the summit. "But you should know that when you are signing something on the Malvinas in favour of Argentina you are also doing it in your own defence."

"Malvinas is not an Argentine cause, it is a global cause, because in the Malvinas they are taking our oil and fishing resources," she said. "And when there is need for more resources those who are strong are going to look for them wherever and however they can." Britain has claimed the Falklands since 1833 and the two countries fought a brief war in 1982 after an invasion by Argentine forces, and maintains a small military presence there. The islands, which have a population of about 2,500 people, are currently a self-governing British territory and both the British government and the Falklands government maintain that sovereignty is not a matter for discussion.

The Falkland Islands government "hopes for peaceful co-existence between Argentina and the Falkland Islands, without diluting or adapting the position on sovereignty," according to the islands' website. But the dispute has heated up again as British companies have begun exploring for oil in waters surrounding the islands. In mid-September, UK-based Rockhopper Exploration announced that it hoped to begin oil production in the region in early 2016, ramping up to a maximum output of 120,000 barrels per day by 2018.

Mujica announced last week that his country would bar Falklands ships from Uruguayan ports, prompting Britain to call in the Uruguayan ambassador to express its concern.



The Livestock carrier **GRACIA DEL MAR** seen anchored off Gibraltar – **Photo : Francis Ferro ©**

Bureau Veritas completes first Energy Management Systems audit for Northern Marine Management

Leading international classification society Bureau Veritas has completed the first certification audit of any shipping company in the world to the new standard ISO 50001- 2011 - Energy Management Systems. Stena's ship management division, Northern Marine Management Ltd including Northern Marine Management (USA) LLC, has achieved certification to BS ISO 50001, which ensures systematic monitoring and control of energy usage, helping to optimise efficiency, reduce fuel consumption, reduce the company's environmental footprint and provide a cost saving for the vessels owners. Only four other organisations in the UK have this certification, one being the Royal Mint, and no other shipping company has yet achieved this. Northern Marine Management technically manages fifty-seven vessels, including the Stena tanker and gas carrier fleet as well as vessels for various other blue chip ship owners. Says Philip Fullerton, Technical Director, Northern Marine Management, "Achieving this new and high standard for energy management across the whole company is a key step for us in demonstrating that shipping is at the forefront of

environmental responsibility.” BS ISO 50001 Energy Management Systems is intended to assist organizations in making better use of their existing energy consuming assets, create transparency and facilitate communication on the management of energy resources and promote energy management best practices and reinforce good energy management behaviours. ISO 50001 accreditation demonstrates Northern Marine’s commitment to energy management and conservation. Northern Marine implemented its first Shipboard Energy Management Plans on board its Stena AB vessels during 2005. Last year an environmental and energy efficiency rating scheme was implemented on five of the company’s ro-ro vessels. That meant the monitoring and measurement processes were largely in place for the new fleet and company-wide standard. These were codified and documented with clear statements of intent in the form of the Company’s two new policies: the “Safety, Environmental, Energy & Quality Policy” and the “Energy management and Efficiency Policy”. Says Claude Maillot, ships in service director, Bureau Veritas, “This is an important step for Northern Marine and for shipping as a whole. It shows how shipping can be a leader in responsible energy use. And it demonstrates the strength and range of Bureau Veritas’ range of environmental services, as we were able to combine energy use assessment ashore and at sea into this one new and high standard.” Bureau Veritas is a world leader in conformity assessment and certification services. Created in 1828, the Group has close to 50,000 employees in 930 offices and 330 laboratories located in 140 countries. Bureau Veritas helps its clients to improve their performances by offering services and innovative solutions in order to ensure that their assets, products, infrastructure and processes meet standards and regulations in terms of quality, health and safety, environmental protection and social responsibility.



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The **BRO SINCERO** seen in the Ijmuiden locks enroute Amsterdam – **Photo : Simon Wolf ©**

Oil tanker hire costs rise on pre-holiday bookings

Hire costs for the largest oil tankers hauling two million barrels of Persian Gulf crude to Asia advanced to the highest level in a week, as oil companies and traders prepared to book ships ahead of the holiday period. Rates to charter very large crude carriers, or VLCCs, on the benchmark voyage between Saudi Arabia and Japan gained one per cent to 57.45 industry-standard Worldscale points, according to the London-based Baltic Exchange on Monday.

Ships booked for loading during December have now surpassed November's four-year high, according to a report e-mailed on Monday from Simpson, Spence & Young Ltd, the world's second-largest shipbroker. Daily returns for VLCCs on the Saudi Arabia-to-Japan route extended their gains for a second day, rising 7.4 per cent to US\$14,272, according to the exchange. 'Activity in the VLCC market is likely to pick up the week before Christmas and there is hope of tighter availability for the January-February programme,' investment bank RS Platou Markets AS said in an e-mailed report on Monday. Oil companies and traders hired 141 VLCCs for loading in the Persian Gulf last month, the highest since at least 2007, said commodities broker Marex Spectron Group Ltd last week.

Global demand for VLCCs will rise 5.2 per cent to 147.4 million deadweight tons this year, according to Clarkson Research Services Ltd, a unit of the world's largest shipbroker. The fleet will expand 8.6 per cent to 173.9 million tons. Worldscale points are a percentage of a nominal rate, or flat rate, for more than 320,000 specific routes. Flat rates for every voyage, quoted in US dollars a ton, are revised annually by the Worldscale Association in London to reflect changing fuel costs, port tariffs and exchange rates.

Owners can boost returns by reducing a ship's speed on a return journey after unloading of cargo, saving on fuel costs. The exchange's earnings estimates don't reflect speed alterations. The price of ship fuel, or bunkers, advanced 24 per cent this year to US\$631.11 a tonne, data compiled by Bloomberg from 25 ports worldwide showed. The Baltic Dirty Tanker Index, an overall measure of shipping crude that includes vessels smaller than VLCCs, advanced 0.6 per cent to 869, according to the exchange. **Source : Bloomberg**



Above seen the Hong Kong registered bulker **BULKTEC** seen arriving in the Otago harbour to discharge fertiliser and then load logs before departing for the port of Timaru. **Photo : Ross Walker ©**

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80 new warships to invigorate the Navy in couple of years

The Navy is all set to get younger with over 80 new warships, including two aircraft carriers and nuclear submarines each, scheduled to join its fleet.

Due to the scheduled inductions in next couple of years, the average age of the fleet would come down making it a comparatively younger force, Indian Navy Spokesperson Commander PVS Satish said on the sidelines of President's Fleet Review (PFR) in Mumbai, pti reported. 'The present average age of the naval fleet is around 12 to 15 years. But by the time the next PFR takes place, the force would be younger by three to four years,' Satish said.

Replying to a query on construction of Indigenous Aircraft Carrier (IAC), the spokesperson said, 'IAC is scheduled to be launched in few months, probably by early next year. Its induction may take place in next few years, as planned.' Meanwhile, addressing the officers and sailors of Indian Navy, President Pratibha Patil said, 'The Navy, today, is poised to achieve new milestones with the imminent induction of the aircraft carrier **Vikramaditya**, the Kolkata Class stealth destroyers, the follow-on frigates of the Talwar Class, the indigenous ASW Corvettes and an impressive number of submarines and aircraft.'

On induction of indigenous submarines and frigates, she said, 'The launch of the nuclear submarine Arihant, and induction of the indigenously built Shivalik Class frigates are an reflection of the capability of our shipyards and technological competence of our personnel.' 'Today, the Indian Navy is one of the most capable in the region and with its well thought out modernisation plans, is destined to grow even further,' Patil said while addressing Naval officers and personnel onboard **INS Subhadra**, a naval off shore patrol vessel.

Patil, who was secured by the elite marine commandos (Marcos) and snipers on the ship, wore a Navy cap as she took salute from different class of ships and aircrafts of the Navy during the over two-hour 'Presidential Fleet Review' ceremony. Patil is the first woman President to have flown in a Sukhoi fighter aircraft, Arjun battle tank and now on Naval warship. President A P J Abdul Kalam during his stint in Rashtrapati Bhavan had also undertaken similar ventures.

A fleet review is conducted once in the tenure of a President to showcase to the Supreme Commander of the Armed Forces and the country, the naval prowess and its strike capabilities. 'Safeguarding of our maritime borders is a major requirement for the social and economic well being of our country. The oil exploration activities off our coasts and at sea are of significant economic importance. Therefore, the protection of our coast our 'sea lines of communications' and the offshore development areas is a major pre-requisite of our nation's development. These are major roles for the Indian Navy,' Patil said in her address.

The President was accompanied by Defence Minister A K Antony, Minister of State for Defence M M Pallam Raju, the Maharashtra Governor and the three service chiefs. 'Around 50 to 60 per cent of the naval ships and 60 to 70 per cent

of the all the major warships in the Indian Navy participated in today's fleet review. The warships had arrived from all the naval commands including the Andaman and Nicobar-based tri-service command,' Satish said.

The Andaman and Nicobar command was represented by its commander-in-chief Lieutenant General Naresh Marwah and his flag ship **INS Kesari**. Source : Irna

Due to travelling abroad this week the newscippings may reach you irregularly

Navy's capability boosted with new ship arrival

The Royal Australian Navy's newest ship **HMAS Choules** has arrived at its homeport at Fleet Base East in Sydney after being formally commissioned into service in Fremantle on 13 December 2011. Commander of Australian Fleet, Rear Admiral Steve Gilmore AM, CSC, RAN welcomed the ship and her crew of 158 and said she would make an exciting addition to the Navy. "It was terrific to see her sail through Sydney Harbour flying the White Ensign for the first time," Rear Admiral Gilmore said.

HMAS Choules has been named after the longest surviving World War One veteran, Claude Choules who passed away in April this year at age 110. "The crew has already given the ship a strong sense of character through the hard work that has been undertaken in the lead up to **HMAS Choules**' commissioning," Rear Admiral Gilmore said.

The acquisition of this ship will help ensure that the Royal Australian Navy has the amphibious capability it needs for operations and humanitarian support in our region in the period leading up to the arrival of the Royal Australian Navy's Landing Helicopter Dock ships in 2014 and 2015. With a cargo capacity the equivalent of HMA Ships **Manoora**, **Kanimbla** and **Tobruk** combined, **HMAS Choules** is a proven capability having provided humanitarian relief when she was under Royal Navy command as **RFA Largs Bay**, assisting as part of the international response to the Haiti earthquake in 2010. The 176 metre long vessel has a crew of 158 Officers and sailors, and can accommodate two large helicopters such as Sea Hawks and Black Hawks, 150 light trucks and 350 troops. **HMAS Choules** also carries two mexeflotes, which are landing raft, designed to move goods and vehicles between the ship and the shore.

Source: Media Of Defence.

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STX Finland and the Finnish Border Guard sign an agreement on offshore patrol vessel

STX Finland Oy and the Finnish Border Guard signed an agreement on construction of a next generation offshore patrol vessel. The vessel will be built at the STX Rauma ship-yard and delivered to the customer in November 2013. The highly advanced vessel will be 96 metres long and 17 metres wide and will be capable of serving a large variety of

functions. Construction of the vessel will bring over 400 man-years of labour to STX Rauma shipyard personnel and its supplier network. The domestic content of the project is estimated to be 90%.

The main duty of the offshore patrol vessel is to operate in open sea patrol. In addition to ensuring border safety and serving defence purposes, the vessel will be used for other functions such as prevention of environmental damage, search and rescue, and different underwater assignments.

The vessel will use the latest technologies and environmentally friendly innovations. She is equipped with machinery using liquefied natural gas (LNG) and marine diesel as fuel. The vessel is capable of operating in Baltic Sea ice conditions. The requirements of energy efficiency and safe operation of the vessel in different accident situations have been taken extensively into account in the design of this environmentally friendly vessel. "This order is very important for STX Finland and the Rauma shipyard. "The building of this ship offers us excellent opportunities for implementation and further development of environmentally friendly technologies," says Timo Suistio, EVP & COO of STX Finland Oy and Director of STX Rauma Shipyard. "Ships built for the Finnish Border Guard and Navy are an important part of STX Finland's continuous development and introduction of new technologies," Suistio adds. **Source: STX Finland.**

Jurong Shipyard breaks ground for new facility in Brazil

Singapore group Sembcorp Marine reports that its subsidiary Jurong Shipyard has broken ground at its Estaleiro Jurong Aracruz facility, the Group's first overseas integrated new yard in Espirito Santo, Brazil. Sembcorp says that the construction and development of Estaleiro Jurong Aracruz, a wholly-owned, locally incorporated new Brazilian shipyard, is in line with its global hub strategy to further strengthen its foothold in Brazil. The country was chosen as a strategic growth hub due to its recent oil and gas discoveries in the offshore pre-salt fields, Petrobras' investment plan for its exploration and production sector, the requirement to have Brazilian local content in its offshore platforms projects as well as its close proximity to the oil and gas fields of the Atlantic, Gulf of Mexico and West African sectors.

Strategically placed close to the oil and gas Basin of Espirito Santo, one of Brazil's pre-salt reservoirs, Estaleiro Jurong Aracruz is situated on an 82.5hectare site with 1.6km of coastline in the municipality of Aracruz in the state of Espirito Santo - Brazil's second largest oil producer.

Estaleiro Jurong Aracruz has successfully obtained the environmental license, a pre-requisite for the commencement of shipyard construction in Brazil. The facility will be developed over a period of three years and in stages with full completion scheduled for end 2014. Planned shipyard facilities include a 120m x 380m drydock, a 1km berthing quay as well as ancillary piping facilities and steel fabrication workshops. Estaleiro Jurong Aracruz will have capabilities to undertake construction of drillships, semi-submersible and jackup rigs, platforms, supply vessels, the integration of FPSOs and topside modules fabrication, in addition to the traditional activities of drilling rig repairs, ship repairs and modification/upgrade works.

The ground-breaking ceremony, held on 19 December 2011 in Brazil to mark the commencement of Estaleiro Jurong Aracruz' construction works, was officiated by the Governor of Espirito Santo, HE Renato Casagrande. The occasion was witnessed by Sembcorp Marine's chairman Goh Geok Ling as well as directors Tan Sri Mohd Hassan Marican, Lim Ah Doo and Ron Foo.

Wong Weng Sun, president and CEO of Sembcorp Marine and managing director of Jurong Shipyard, who was also present at the ground-breaking ceremony, said: "We are here at the right place and right time. The ground-breaking for the development of Estaleiro Jurong Aracruz will provide a clear signal to the Brazilian oil and gas market that Sembcorp Marine is completely committed to continue its services to them, in their country. With our two decades of experience servicing the Brazilian oil and gas Industries, Estaleiro Jurong Aracruz will substantially strengthen our ability to meet our major clients' needs especially in developing the recently discovered giant pre-salt oil and gas reservoirs. The Brazilian oil and gas market considers us a major player there."

The preliminary projection of the development costs of the new yard is estimated to be around \$550 million. It will be funded through a combination of debt and internal funds generated from operations of existing shipyards **Source : The Motorship**

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The **VOS TRAPPER** seen enroute the Oranje Yard in Amsterdam - Photo : Joop Marechal ©

Chennai box terminal project: Mundra Port ups revenue-share offer to 5%

Mundra Port and Special Economic Zone has increased its revenue share offer for the Rs 3,700-crore mega container terminal project. It has increased its share to 5 per cent from the earlier offer of 1.5 per cent, which was rejected by the Chennai Port Trust as being very low. "Even the 5 per cent is low considering that it has huge potential in future. However, the evaluation committee will decide on the new offer," said the port trust's Chairman, Mr Atulya Mishra. The quote of 1.5 per cent was the lowest revenue share made by a private company since 1997 when the container berths were given to private players to develop on a long term. Mundra Port was the lone bidder for the deepwater container terminal, the country's first such, at Chennai. In a similar case in the neighbouring Ennore port, a consortium led by the London-based Eredene Group was the lone bidder for its container terminal project. Even in a few other private projects, including ones at Chennai and Tuticorin ports, there were at least three large players competing.

Companies such as the Dubai-based DP World, Port of Singapore Authority (PSA) and Larsen & Toubro (that bid in the initial stage) withdrew later due to various reasons. PSA could not participate due to the 'monopoly' clause (the company got the second container terminal and, hence, cannot immediately bid for a similar project in the same port) while L&T is building a major shipyard near Ennore, he said. The mega container terminal project is to be developed

north of the existing Bharathi Dock. It will have two new breakwaters (total length 4.5 km), and a continuous quay length of 2 km, which will ultimately have 22 metre alongside depth to handle ultra large container ships of over 15,000 20-foot equivalent unit (TEU) capacity and a length of 400 m. The project is proposed on a build, own and transfer basis with cost of dredging, floating crafts and navigational aids - costing Rs 561 crore - to be borne by the port trust. The private operator will invest on berth and breakwater construction, reclamation of backup area, handling equipment and other landside infrastructure costing Rs 3,125 crore. **Source: The Hindu Business Line**

Philippines: Government Invites Bidders for Port of Zamboanga Dredging Project

The Government has invited contractors for a P84.48-million dredging project at the Port of Zamboanga. "The [PPA]... intends to apply the sum of P84.48 million... under the contract for the proposed dredging of berths and maneuvering areas at Port of Zamboanga, Zamboanga del Sur," the gov't official said. Bids in excess of the approved budget for the project will be automatically rejected, according to the announcement. The project, which involves rock breaking, blasting, dredging or removal of broken rock or coral formation, disposal of dredged or excavated soil materials, is expected to be completed after 200 calendar days. **Source: Dredging Today**

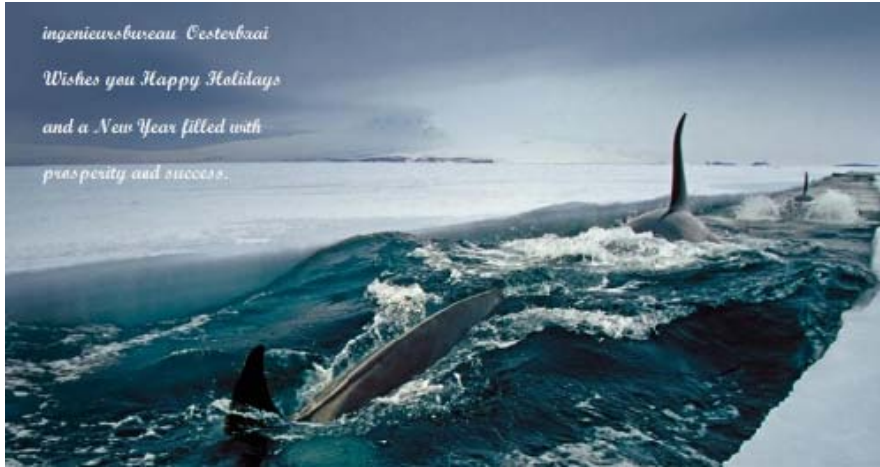


The **THOMSON DREAM** seen arriving in Willemstad (Curacao)

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)



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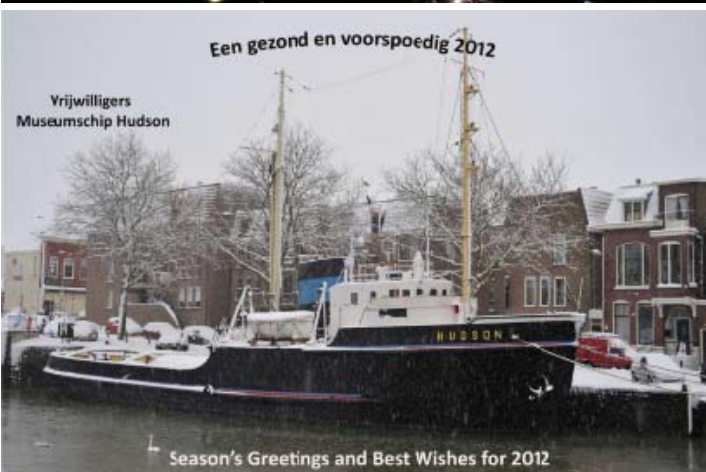
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The **UNIVERSAL ACE** seen inbound at the Westerscheldt River – Photo : Henk de Winde ©

Fairstar Heavy Transport N.V. awarded rig transportation contract by Northern Offshore

Fairstar Heavy Transport N.V. (FAIR) has been awarded a contract by **Northern Offshore** to transport the jack-up drilling rig **ENERGY EXERTER** from Malta to Northern Europe in January 2012. The Fairstar open stern, semi-submersible vessel **FJELL** is expected to load the **ENERGY EXERTER** in early January and sail immediately afterwards towards a Northern European port to be determined at a later date by Northern Offshore. The contract value is USD 2.8 million.

Hylke van den Berg, Director of Client Services for Fairstar commented “We appreciate the confidence Northern Offshore has shown in Fairstar. Safely crossing the Bay of Biscay in January requires careful planning and experienced seamanship. Our Team at Fairstar has a special connection with the **ENERGY EXERTER** and we will ensure to use the same care on board **FJELL** for this voyage as was demonstrated on **FJORD** two years ago when we safely transported the rig from Kirkenes, Norway to Greece.”

Willem Out, Chief Operating Officer at Fairstar added, “Fleet utilization is now showing a significant improvement in the last few months. The **FJORD** is underway to the Gulf of Mexico with the Oando Energy Services rig **RESPECT**. **FJORD** will proceed to Angola to commence its contract with DSME after discharging the **RESPECT**. Upon completion of the DSME contract, **FJORD** will perform her first scheduled voyage for the Gorgon LNG Project. During 2011 we have safely transported a variety of drilling rigs for ENSCO, **Hercules**, **Nabors**, and **Oando**. Northern Offshore has been a great client for our company over the years. Even though our future strategy will focus our resources on multi-voyage energy infrastructure projects like Gorgon, the **FJORD** and **FJELL** have consistently demonstrated their competitiveness as two of the most modern and versatile semi-submersible ships in the global fleet.

Ingmar den Blanken, Treasurer at Fairstar stated, “We welcome this contract as an unexpected contribution to earnings in 2012. Both cash flow and EBITDA will increase in the first quarter above our previous expectations.”

Source: Fairstar Heavy Transport .

Novorossiysk port's 9M net plummets

The IFRS net profit of Novorossiysk Commercial Seaport (NCSP) decreased to \$32.1m in January-September 2011 from \$232.99m in the same period of 2010, the country's largest port operator reported. Net profit was impacted by such non-cash factors as foreign exchange loss attributed to the revaluation of U.S. dollar-denominated liabilities due to depreciation of the Russian ruble against the dollar and the effect of translation to reporting currency. Revenue rose 57% year-on-year to \$782m, gross profit advanced 25% to \$401m, and EBITDA went up 17% to \$404m. The financial results were not adjusted for the acquisition of the Primorsk Commercial Seaport in January 2011. NCSP's cargo turnover edged up 1% to 117.2m tons in the first nine months of 2011, including the result of the Primorsk Commercial Seaport. Source : rbcnews



The **BALDER** seen off Gibraltar – Photo : Capt. Fred Regtop ©



Bahamas: Port's construction three months behind

The Arawak Cay port development is about three months behind its original construction schedule, its chief executive explaining that issues with water reservoirs at the site and dredging had led to the delay.

"The project initially was to be completed by end of year, with the intent of being operational by January," Arawak Port Development's (APD) chief executive, Michael Maura Jr, said at the recent launch of the company's much anticipated \$10 million IPO. "We had issues with water reservoirs. They were supposed to be removed by September 1. They are only now just coming out." Mr Maura said the removal of the reservoirs had hinged on the Water and Sewerage Corporation cancelling its Andros water barging contract with the Titus.

"That's four months behind schedule right there. We, by the end of February, will be in a state of being operational, and in March we expect to relocate commercial shipping from Bay Street to the port. By March we expect to have cargo operations here," Mr Maura said. "I would say we are three months behind our original plan, but in terms of budget we are on budget financially." APD has an \$83 million budget for construction of the port and inland break-bulk

facility at Gladstone Road, and the IPO prospectus says it has spent some \$59 million, or 71 per cent of this sum, as of the offering date. The port will be completed by the end of the 2012 third quarter. Mr Maura added that during the dredging process, the contractor, American Bridge, had hit rock.

"Our marine contractor hit hard rock and hit it hard. It was situation where we had to get a company to come and blast that rock. They were supposed to be completed in August, but they didn't finish until a month ago. That was an expense that was unforeseen. We had to pay more to get that taken care of," the APD chief executive explained. Mr Maura said civil works at Arawak Cay were about 35 per cent complete, while marine works were "just about done". APD has one crane currently, and has already purchased two others. According to Mr Maura, APD will employ about 60 employees, with 20 on staff thus far. He added that the move to the 56-acre Arawak Cay port will provide greater efficiency and a smooth process for Bahamas Customs, who will be afforded greater control at the new Nassau Container Port. According to Mr Maura, Customs will be able to place a hold on a container with the push of a button. "The relocation of shipping is going to make business easier," he said, with the new port operating between the hours of 8am and 4pm so as to alleviate the afternoon traffic. As for the inland terminal at Gladstone Road, Mr Maura said that facility is about 70 per cent complete. It will house less than container load (LCL) cargo (items that are insufficient in quantity or weight for standard freight rates), where customs brokers will be able to collect cargo on behalf of the customer. Cargo-carrying trailers during designated hours will be allowed to transport goods back and forth between the Arawak Cay location to the Gladstone Road warehouse. "The inland terminal is about 70 per cent complete. In discussions with the contractor they told me that I can expect to have the whole warehouse available and signed over to me by February. It's essentially done, they just have to deal with some of the utilities. The administration facility will probably be ready in May," Mr Maura said. He added that a lot of the infrastructure being used to facilitate the inland terminal will also help future development in the area by the government. **Source: Bahamas Tribune**



The **Spirit of Adventure** seen anchored off Geelong Australia 20-12-2011, due to car parking contractual arrangements on Cunningham Pier no berth was available having passengers to be ferried to shore by ships tenders for the 7 hour visit vessel later berthed Melbourne for 2 days. **Photo : Andrew Mackinnon –**

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**Due to travelling abroad this week the
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NAMES OF SHIPS



One of the latest additions to the SVITZER fleet is named the **SVITZER PINDA**, the new tug arrived with onboard a TOS crew at the **ASL Yard** in Singapore - **Photo : Paulus Firet ©**



PD Ports joins forces with Middlesbrough College to deliver first class training programme

PD Ports has joined forces with Middlesbrough College to deliver a set of training programmes, which will aim to further improve the Company's already impressive health and safety record, as well as enhance leadership and management skills at Teesport. PD Ports is committed to continually improving the management of health and safety throughout the business and in recent years has developed a number of schemes to embed a 'safety first' philosophy within the organisation. This new initiative will provide a framework for those working in supervisory roles to progress their careers within PD Ports, whilst ensuring a consistent level of knowledge in both health & safety and supervisory management best practice. Starting in spring 2012, the programme, involving over 70 staff members, will be delivered over a two year period. Once completed, employees will achieve an Institute of Leadership and Management NVQ up to Level 5, as well as an IOSH Managing in the Workplace or NEBOSH Certificate. An official signing ceremony took place at PD Ports' Middlesbrough based headquarters earlier this week, where David Robinson, PD Ports Group Chief Executive Officer and Middlesbrough College's Principal and Chief Executive, Mike Hopkins, formally committed to delivering the initiative. Russ McCallion, PD Ports' Group HR Director, said: "As a business we are now one of the safest ports and logistics operations within the UK, consistently performing better than the national target set by the Ports Skills Safety, the skills and safety training arm of the UKMPG (United Kingdom Major Ports Group), year on year." "Our aim is to not only refresh our existing training and skills programmes but to develop and implement new ones. In doing so we will continue to position health and safety as a key priority of the business and further drive down accident levels to a zero target across the PD Ports Group. Mike Hopkins, Middlesbrough College's Chief Executive, added: "Middlesbrough College is very proud to be delivering management and health and safety training for such a prestigious company. PD Ports plays a significant role within the Tees Valley economy and for Middlesbrough College to be working with PD Ports is a very significant vote in confidence to Middlesbrough College's commitment to the Tees Valley business community." David Robinson, PD Ports' Group Chief Executive Officer, added: "As we move into 2012, we are looking to engage with the wider industrial community on Teesside to further collaborate on issues such as training and skills, and deliver greater prospects or work, employability and skills development in the area."

Source: PD Ports



.... PHOTO OF THE DAY



The Damen built **P 511 GUARDIAO** seen outbound from Rotterdam - **Photo : Ria Maat ©**

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