

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 116



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

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[www.vlierodam.nl](http://www.vlierodam.nl)  
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**The third submarine for South Africa S 103 Queen Modjadji seen under construction in Germany**

**Photo : Jens ©**

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**SVITZER**  
**OCEAN TOWAGE**

Jupiterstraat 33  
2132 HC Hoofddorp  
The Netherlands  
Telephone: +31 2555 62711  
Telefax: +31 23 557 1896

E-mail: [smitwijs.sales@svitzerwijsmuller.com](mailto:smitwijs.sales@svitzerwijsmuller.com)

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## EVENTS, INCIDENTS & OPERATIONS



A salvage team of SMIT Salvage re-floated the **MIGHTY SERVANT 3** in Lunda (Angola) as can be seen at the picture above.

## Bibliotheek onderzoekt dienstverlening voor varenden

Bijna elk Nederlands schip, op welke zee dan ook, heeft wel boeken van Bibliotheek Rotterdam aan boord. Honderden boekenkisten zwerven over de oceanen. Welke kapitein of officier, ver van huis en haard, heeft niet ooit plezier of (ont-)spanning beleefd aan een boek van de bibliotheek?

### Vul de enquête in en ontvang een kleine attentie!

Om de dienstverlening optimaal te kunnen blijven aanbieden heeft de afdeling Zeevaart van Bibliotheek Rotterdam en Stichting Vrienden Bibliotheekwerk voor Varenden het onderzoeksbureau AHA DATA ingeschakeld om een onderzoek te doen naar de naamsbekendheid en de continuïteit van de dienstverlening voor varenden.

In mei 2007 ontvangen reders en varende lezers een enquête waarin zij hun wensen en tevredenheid of ontevredenheid over de dienstverlening van de afdeling Zeevaart kunnen uitspreken. Reders die (nog) geen gebruik maken van deze dienstverlening ontvangen een informatiefolder en een korte enquête. Varende lezers die geen enquête hebben ontvangen kunnen deze online invullen op [www.ahadata.nl](http://www.ahadata.nl)

## Hospital ship sets sail for Africa



The world's largest non-governmental hospital ship is sailing to Africa to bring free healthcare to the continent's poorest people.

**Photo : Rik van Marle ©**

More than £30 million and eight years has been spent converting the **Africa Mercy**, a former Danish Rail Ferry, into a highly equipped hospital ship. More than 400 volunteer medical professionals were aboard when it set sail out of Blyth in north east England after its refit at the A&P Shipyard in Newcastle.

Its destination is war-torn Liberia in west Africa and it will offer treatments including cataract removal, tumour removal and cleft lip and palate reconstruction as well as emergency aid and community development programmes.





## Australian authorities rescue Japanese sailor after wave disables yacht

Rescuers used a helicopter to pluck a Japanese round-the-world sailor from his yacht off southern Australia after it was disabled by a massive wave, maritime authorities said.

Ikuo Kashima, 77, was in hospital on Sunday for health checks after the rescue on Saturday, about 275 kilometers (170 miles) off the southern tip of Tasmania state, said Australian Maritime Safety Authority spokeswoman Tracey Jiggins.

Kashima was nine months into his solo circumnavigation of the world when his 12-meter (40-ft.) yacht **Koraasa77** was struck by the wave south of Bathurst Harbor, disabling the boat and leaving it drifting, Jiggins said.

He made a distress call by satellite phone early Saturday that was answered by a rescue plane, and later a helicopter.

"The search and rescue helicopter dropped a rescue officer into the water and the man that was on the yacht got into the water with him and then they were both winched up in the helicopter," Jiggins said. The yacht was abandoned.



The **VEENDAM** during her maiden call in Koper (Slovenia) – Photo : Charlotte Verheijen ©

## Rescued yacht crew expected in SA next week

Crew members who were rescued off the Australian yacht are expected back in Cape Town next week, Three crew members, a South African and two Australians, who were rescued off the stricken Australian yacht, the **Cowrie Dancer**, are expected back in Cape Town next week.

The **Cowrie Dancer** was on its final leg of a round-the-world trip in the southern latitudes. In the high drama which followed the boat suffered damage to its rear mast.

One crew member was swept overboard and is presumed drowned. Two others, including the skipper, were injured. Carol Erasmus, from Uvongo in KwaZulu-Natal, miraculously escaped injury.

## Spanish ferry search after bomb scare

The Spanish ferry **Pacifica** was last night delayed after the Spanish authorities conducted a search of the vessel due to a suspicions of a bomb threat to the vessel.

The decision to delay the ferry and conduct a search with the use of a bomb disposal unit is said to have been taken after three Moroccan nationals were discovered to have entered the vessel via the vehicle entry point.

The level of security across Spanish ports in the area high following intelligence reports warning of possible attacks against Spanish targets.



The S&Y Z-tech tug **THOR** seen fitting out – Photo : Greg Castleman ©

## CASUALTY REPORTING

# MARIETJE BENITA LISTING IN PORT



In La Rochelle the **MARIETJE BENITA** encountered problems due to shifting of her cargo, what resulted in a list to SB. **Photo via Stefaan Soenen**

## At least 17 dead after boat from Haiti capsizes

Every year, Haitians by the hundreds set off in rickety boats hoping to escape poverty by sneaking into the United States. The perils became gruesomely apparent Friday when a crowded boat capsized, flinging migrants into shark-infested waters.

Hours after the sailing vessel overturned in moonlit waters a half-mile from shore, rescuers had recovered more than a dozen bodies - some with savage bite wounds - and were searching for about 60 missing people.

A Turks and Caicos police boat picked up 63 survivors, and a U.S. Coast Guard helicopter spotted 10 more clinging to the overturned vessel and guided in another boat to get them, said Petty Officer 3rd Class Barry Bena.

The Coast Guard sent a cutter and a C-130 plane to join the search.

"We have 17 confirmed dead," a harried Turks and Caicos official told The Associated Press as bodies were being delivered to South Dock, the main commercial port of this British territory. "Five or six small boats of ours are out searching. The survivors are being fed."

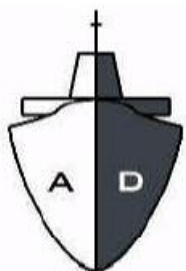
The Coast Guard said its helicopter reported spotting about 20 dead. An AP reporter saw about a dozen bodies, some with missing feet and limbs. The Turks and Caicos official, who would not allow her name to be used because she was not authorized to speak to the media, said it was unknown if the sharks fed on the victims while they were still alive or after they drowned.

It could become the worst disaster in years to hit Haitian migrants, who jam into boats to attempt the treacherous journey. The boat that overturned Friday was only about 25 feet long and carried some 150 people. "When it's done that way it takes almost nothing for a disaster to occur," Bena said in a telephone interview from Miami. "A strong wind or a sea swell or people moving around can capsize a boat in an instant." The Coast Guard said the migrant vessel capsized while being towed by a Turks and Caicos police boat at 4:30 a.m., but local authorities said the police boat arrived on the scene only after the accident.

## **NAVY NEWS**

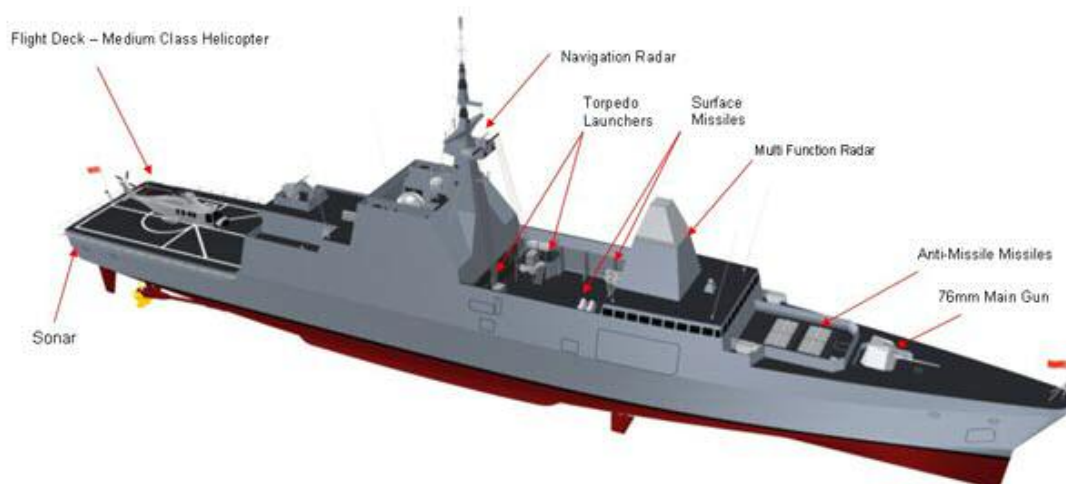
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**ANGLO DUTCH SHIPBROKERS bvba**



Waterstraat 16  
2970 SCHILDE  
BELGIUM  
Tel : + 32 3 464 26 09  
Fax : + 32 3 297 20 70  
e-mail : [anglodutch@pandora.be](mailto:anglodutch@pandora.be)

# **Singapore Navy receives its first frigate, RSS Formidable**



The Republic of Singapore Navy received its first frigate – the **RSS Formidable** – on Saturday at Changi Naval Base during celebrations to mark its 40th anniversary, attended by past and present Navy Chiefs.

And Defence Minister Teo Chee Hean said Singapore continues to need a capable navy to help it do its part in keeping trade routes open. Half of the world's oil

shipments pass through the Malacca Straits every year.

Power hungry China and economically developed Japan have half or more than half of their oil imports brought through the Straits. And trade across the Pacific, between Asia and Latin America, is another area of burgeoning growth.



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Mr Teo said: "This underlines the strategic importance of the Strait. With the world's oil needs projected to increase by almost 50 percent by 2030, we can expect the volume of oil carried by sea to increase.

"The sea will remain the most cost-effective way to bring the increasing quantities of food, resources and finished goods that the markets demand."

Minister Teo said regional cooperation between Singapore, Malaysia and Indonesia in the Malacca Straits, such as coordinated sea patrols launched in 2004 and maritime air patrols launched last year, have enhanced regional maritime security.

For example, in the first quarter of this year, pirate attacks in the Straits have dropped to a ten-year low.

So Singapore will continue to work with other partners to address the challenges of maritime security. To do this, he said Singapore must have a strong and capable Navy. And to keep the Navy's capability at the premium end, it has received its first frigate, the **RSS Formidable**.

The ship is the first of a fleet of five frigates coming into service over the next two years. Onboard naval helicopters, the Seahawks, are due in three years, and a new class of submarines is expected by the end of the decade.

The goal is to defend Singapore and to help sea lines of communication stay open. The **RSS Formidable's** naval helicopter, for example, will allow her to conduct stand-off surveillance and prosecution of hostile ships and submarines.

The modern sensors and weapons on the frigates will also provide surveillance and combat capabilities over a wide area, including a zone of influence in the air that spans hundreds of kilometres.

Mr Teo said the frigates would play a key role in the integrated 3rd Generation SAF.

## CHILE SUB SEEKERS IMPATIENT TO CONFIRM FLACH DISCOVERY

Throughout their year-and-a-half-long quest to find the missing **Flach**, Chile's long-lost first submarine, documentary filmmaker Juan Enrique Benítez and his collaborators have had to follow just one simple rule: you can look, but you just can't touch.

Until last week the "don't touch" rule, mandated by the country's National Monuments Council (CMN), was fairly easy to live by. Since first learning about the mysterious submarine – missing since 1866 when it sank in Valparaíso bay with 11 crew members on board – Benítez' goal was simply to locate the vessel; to prove to the world that the elusive submarine is more than just a tall tale.

Now, though, the CMN stipulation is proving more than a little uncomfortable for the sub-aquatic explorers. That's because last week Benítez and his team of scientists, academics and Navy divers came across an object that by all accounts promises to be the elusive Flach (ST, April 27).

The only problem is that the apparently cylindrical, metallic object is, unfortunately, buried under approximately 2.5 meters of sediment. Until divers can start digging through that muck, there's no way of being absolutely certain what the object may be.

"We've come to some conclusions that have us very excited," said Dean Pedro Pujante of the Santiago-based Universidad Internacional SEK. "The shape matches up, the direction it's facing matches, the depth matches up. All of this leads us to believe that the submarine really is down there. Still, we haven't been able to confirm it."



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Pujante, head of the university's sub-aquatic archaeology department, joined Benitez and two Navy officials during a press conference held Thursday in Santiago. The event – which happened to mark the 141st anniversary of the Flach's disappearance – gave the sub seekers an opportunity not only to remark on their recent find, but also to outline their next steps.

"It was exactly on this date – May 3, 1866 – a Thursday just like today, that Karl Flach, his 14-year-old son Heinrich, plus nine additional crew members boarded a cylindrical, metallic ship that was 12.5 meters long and 2.5 meters wide," said Benitez. "It was a notable invention that even Jules Verne, in his famous book '20,000 Leagues under the Sea,' couldn't have imagined. It was, in other words, an astonishing technological advance for the time."

The submarine was commissioned by then-President José Joaquín Pérez and constructed by a German immigrant to Chile named Karl Flach. Designed to protect Valparaíso harbor from attack (Chile was at that time engaged in war with Spain) Flach's pedal-powered submarine was equipped with two cannons, one built right into the nose (ST, Dec. 15, 2006).

The president's request actually resulted in two submarine prototypes. The other was designed and built by a man named Gustavo Heyermann, whose vessel, unfortunately, sank on its maiden voyage. Flach's sub, in contrast, seemed to work quite well – at least during several days of initial testing.

Then, 141 years ago to the day, Flach, his son and nine other crewmembers boarded the doomed submarine for what would be its final voyage. Something went horribly wrong and the heavy machine sank to the ocean floor, condemning all 11 people to Davey Jones' proverbial locker.

Benítez stumbled onto the all-but-forgotten story of the **Flach** in 2005, while working on a documentary television series. Immediately intrigued, the quirky filmmaker began researching the tempting tale. He then teamed up with Pujante and other academics, brought scientists on board and eventually recruited the Chilean Navy to join the search.

Convincing the latter to participate, it turns out, wasn't such a hard sell – particularly given the historic significance of the war-commissioned vessel.

"Everything that happens in the sea is of top interest to us," said Navy Commander Patricio Valenzuela. "The Navy immediately felt the need and obligation to contribute to this project, since in some ways, the Navy owes (Karl Flach). This was a real thing, a historic fact. Historical records tell us that this really took place, that the submarine existed and sank in Valparaíso Bay."

Last December the team took to the waters of Valparaíso Bay for their first hands-on search. Navy divers spent five days scouring the harbor floor, all to no avail. Disappointed yet determined to carry on, the team then went back to the drawing board, collected more historic evidence – including a 140-year-old letter written by a British sea captain who witnessed the Flach's demise (ST, March 17) – and, last month, returned to the Bay. That second effort appears to have paid off as Benitez, for one, is certain they've finally located the missing sub.

"It meets all the conditions," Benítez told the Valparaíso Times last week. "It's at the depth that we expected, it has the width and breadth we believed it to have, it's metal, cylindrical, and it's in the area where the submarine (is reported to have) traveled... I'm totally convinced that we found it."

The team now begins yet another phase in their ongoing quest. Benitez and his colleagues must next apply to the CMN for permission to actually touch the promising object. They plan to submit their request within the next week. From there the CMN will likely take three-to-four months to process the application, according to Pedro Pujante.

Assuming they're given a green light to continue the search, the team – which in this upcoming phase will rely heavily on Pujante and other sub-aquatic archeologists – will then clear off a portion of the sediment using a huge underwater vacuum cleaner.

Benitez can hardly wait. "It's really been just torture, having worked a year-and-half on this, feeling the presence of this notable submarine, and not being able to move even a little bit of sediment in order to figure out with certainty that what's down there is this extraordinary technological invention," he said.

## **SHIPYARD NEWS**

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[info@disamaritime.com](mailto:info@disamaritime.com)  
[www.disamaritime.com](http://www.disamaritime.com)

**Ketelaarstraat 5c  
B-2340 Beerse  
Belgium**

**Tel : + 32 (0) 14 62 04 11  
Fax : + 32 (0) 14 61 16 88**



[info@disacivil.com](mailto:info@disacivil.com)  
[www.disacivil.com](http://www.disacivil.com)

## **Chinese Shipbuilding to Double**

China's two largest shipyards plan to double their construction capacity by 2010. Ms. Katherine Espina of Bloomberg News has reported that China State Shipbuilding, the nation's largest, will have a potential output of 12.3 million deadweight tons by 2010, up from 6 million tons last year, while China Shipbuilding Industry will double its annual capacity to 10 million deadweight tons.

This increase will challenge South Korea as the world's largest builder of merchant ships. China, also the world's largest steel producer, last year overtook Japan as the world's No. 2 builder of merchant ships. Chinese yards currently have 24 percent of the global order book for new ships while South Korea has 33 percent according to London-based shipbroker Clarkson.

China is encouraging ship production and related developments in several categories:

- (1) Design and manufacturing of high-tech, high-function and special-purpose ships, and large ships of 100,000 deadweight tons and larger.
- (2) Construction of passenger ships, combination passenger-cargo ships, and train ferries.
- (3) Construction of liquid natural gas ships with a capacity of 5,000 cubic meters and larger.
- (4) Construction of container ships with a capacity of 3,000 TEUs and larger.
- (5) Design and construction of large deep-sea fishing boats, marine drilling vessels, oil rigs, marine floating production storage and offloading structures, and other offshore engineering equipment.
- (6) Production of marine power systems, power plants, and special support machines; ship control and automation devices; telecom and navigation equipment; instrumentation; other marine equipment.

The increase in merchant ship construction comes as Chinese yards are also producing record numbers of surface naval ships and submarines.

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According to Ms. Espina, quoting Alan Gavin, president for marine at London-based Lloyd's Register, the largest challenge for the Chinese shipyards "will be skilled workers... [China] can build shipyards as there's plenty of land here, but in the end they have to build a ship in a quicker time frame."

The China Shipbuilding Industry plans to cut the man-hours required for each ton built by spokesman said that it has already cut the construction period of a 175,000-deadweight-ton bulk carrier to 300 days from 480 days at the start of 2005. Both firms operate several shipyards.

China plans to take a 30 percent share of the global shipbuilding market within the next ten years, a government official, Zhang Xiang Mu, said recently. He denied that the growth of China's yards would lead to an oversupply of global shipbuilding capacity.

In some respects the major problem facing Chinese shipbuilders will be the design and development of advanced merchant ships. Innovation is not the strong suite of the Chinese shipbuilding industry. The acquisition of foreign designs and effectively producing them will be a critical factor in the potential success of the Chinese shipbuilding industry in achieving its goals.



The KNRM lifeboat **KOOPMANSDANK** completed her maintenance period at the **DE HAAS Shipyard** in Maassluis and was spotted at the Nieuwe Waterweg during trials – **Photo : Frits Janse ©**

## Sembawang's new West Yard doubles fabrication capacity

Sembawang Shipyard officially opened its new West Yard expansion yesterday, doubling its fabrication capacity with a valuable 50 per cent gain in yard space as global offshore oil and gas demand continues to fill out Singapore shipyards' order books.

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The expansion was notable not only because of its timing amid unprecedented demand that has given SembCorp Marine (SembMarine) - the world's second largest rig builder - a record order book, now standing at \$550 million, but because the yard nearly ended up being re-zoned for residential use in the mid-1990s.

'This West Yard opening is our way of saying we are here to stay to provide bigger and better services for our partners,' said Sembawang Shipyard MD, PK Ong at the opening.

The new addition of about 21 hectares follows SembMarine's announcement last year that it had acquired the former Sembawang Bethlehem's adjacent properties, including land, workshops, berths and other buildings along Admiralty Road East and West. The group spent \$130 million to acquire the land and another \$50 million to enhance the facilities, according to Mr Ong.

The enlarged Sembawang Shipyard now comprises about 61 hectares, along with another 25 hectares occupied by SMOE. In terms of fabrication, it will more than double Sembawang's capacity, said Mr Ong.

He added that the expanded facilities - which include a new 30,000 sq m slipway and newbuilding site, currently occupied by a jack-up rig being built for Aban Offshore - will be used for the shipyard's overall activities.

Describing it as a 'very important day' for the shipyard, VP Shipping for Shell International Trading and Shipping Company Ltd, Jan M Kopernicki, praised Sembawang's reputation for quality, saying the yard was 'one we're very proud to have an alliance with and had one for quite a long time'.

Shell's repair and refit alliance with the yard was one of the first in the industry, which since 1999 has seen 72 Shell vessels pass through the yard. Sembawang now has similar partnerships with BP Shipping, BHP Billiton and Jo Tankers as well as long-term agreements with TMT, Eitzen Group, Exmar/Euronav Group, Conoco-Philips, V-Ships and ASP Group.

The expansion also added other facilities including hull fabrication and outfitting workshops, three fabrication and assembly travelling shelters, environmentally friendly enclosed blasting and painting chambers, open fabrication ground and dedicated storage area for owners' spares and equipment.

Eight new crawler cranes have also been added, along with new project office facilities. Upgrading is also taking place at Sembawang's Main Yard with the building of new hull workshops, additional cryogenic workshop for LNG vessel repairs, new cranes and a new four-storey office block.

The new office will also house the clients' site teams overseeing the building process and will feature improved facilities, including heavy-duty IT infrastructure crucial in today's era of electronic transmission of plans and drawings.

The shipyard also recently acquired a new 13,600 sq m pipe fabrication workshop in Senoko, which will boost the yard's pipe fabrication capacity for copper, super duplex, titanium and steel piping.

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K.P. van der Mandelelaan 34 - 3062 MB Rotterdam (Brainpark) - The Netherlands

Telephone : (31) 10 - 453 03 77

Fax : (31) 10 - 453 05 24

E-mail : [mail@workships.nl](mailto:mail@workships.nl)

Website : [www.workships.nl](http://www.workships.nl)

## Een troonopvolgster!



De Queen of Scandinavia - Photo : Glen T. Jones ©

Na 6 jaar trouwe dienst wordt de cruise ferry '**Queen of Scandinavia**' (boven) op de route IJmuiden > Newcastle vanaf 30 mei vervangen door een troonopvolgster: de '**Princess of Norway**'.(onder)



De **PRINCESS OF NORWAY** – Photo : Glen T.Jones ©

## NIGERIA - Over 60 Vessels Trapped on High Sea

About 60 vessels laden with consignments destined for the ports in Lagos are trapped on the high sea since Wednesday following the inability of the management of the Nigerian Ports Authority (NPA) to pilot them to berth.

The inability of the NPA to pilot these vessels to Apapa port complex and Tin-can Island port respectively, Vanguard gathered, is as a result of the break down of four pilot cutting (smaller ships used to navigate vessels visiting the ports) used by the authority.

A source close to the Regional Coordinator of the Western ports who spoke with Vanguard said that the authority has been having problems with its pilot cutting for a while but the source would not say whether they have actually broken down.

Vanguard gathered that the concessionaires are already worried about the delay, as they are losing financially. It was learnt that they have made representation to the NPA management to urgently address the situation.

Efforts to speak with the Regional Coordinator of the Western ports, Engr. Soji Olanipeku, proved abortive as he could not be reached on phone while there was no response to several calls to the Assistant General Manager (AGM), Chris Borha, who has just been promoted.

It would be recalled that with the completion of the concession programme of the port, the duty of the NPA has been reduced to mainly operational matters which includes pilotage. The failure of the management of the authority to provide this essential service may have cost the nation over N40 million that would have accrued to it from charges, dues and rents paid by vessel owners, shipping companies, concessionaires etc.

Reacting to the situation, President of the National Council of Managing Directors of Licensed Customs Agents (NCMDLCA), Mr. Lucky Amiwero, said though he has not heard of it, since such things are hidden from him, it only confirms his claim that concessioning has failed. Amiwero explained that but for the destination inspection scheme, the level of the failure of the concession exercise would have been more pronounced.



## Asia heating up as new centre for cruise ship destinations

The Port of Shanghai is getting a new cruise passenger terminal. Southeast Asian countries are teaming up on a website for cruise travellers, [www.CruiseASEAN.com](http://www.CruiseASEAN.com). Officials from China are using the 2008 Olympics to promote a triangle of northern cruise ports. Representatives from the Asia-Pacific region attended the Seatrade Cruise Shipping Conference in mid-March, beginning an aggressive marketing campaign with the goal of making Asia a competitor in the world cruise market. Many of them toured ports in Miami and Port Everglades to get a sense of U.S. port operations.

"Asia is blooming, maybe because people are too familiar with the south Caribbean or South America, and you know Europe is too expensive," said Michael C.Y. Chang, director of the Taipei Economic and Cultural Office in New York. "Most of the countries in Asia are in a very good shape, and it's reasonable in cost and it has major wonders and culture."

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The Asia-Pacific region lags behind the Caribbean, Europe and Alaska as a cruise destination. But Asian officials contend there is long-term growth potential for a region with improving ports and alluring destinations such as the Great Wall of China and the jungles of Indonesia. They predict that cruising will grow 40 per cent to 1.5 million passengers in 2010 in the region.

Meanwhile, the Association of Southeast Asian Nations, or ASEAN, collaborated on the [CruiseAsean.com](http://CruiseAsean.com) website to promote the Southeast Asian cruise industry, which is predicted to grow five per cent per year until 2020, to about 820,000 passengers. The site takes advantage of the trend of customers using the Internet as a preferred method of finding vacations.

Experts say infrastructure is a major obstacle to expanding the cruise market in Asia in terms of ship and passenger capacity, with many ports falling short of having adequate transportation in and out of port facilities, for example. Security, deployment costs and creating more interest in cruising among Asian travellers are other challenges.

The world's two largest cruise operators, Carnival Corp. and Royal Caribbean Cruises Ltd., are establishing a presence in Asia. Carnival's Costa Cruises already offers Asia-Pacific vacations on the [Costa Allegra](#), and Royal Caribbean's [Rhapsody of the Seas](#) will become the largest ship in the region when it begins its deployment in December.



HAL's [AMSTERDAM](#) seen in the Panama Canal  
Photo : [Bart Kitslaar](#) ©

## Burnham-On-Sea's latest RNLI lifeboat officially named





Burnham-On-Sea's recently-introduced 'D Class' lifeboat, **Puffin**, was officially named by its donor during a special service of dedication on Saturday 12th May at the town's RNLI lifeboat station.

The event began with the singing of the National Anthem, to be followed by Graham Wills, RNLI Chairman, opening proceedings. Mr & Mrs H Mitchell formally handed over the lifeboat to the RNLI.

Rear Admiral John

Clarke CB LVO MBE, member of the RNLI Council, accepted the lifeboat on behalf of the institution and Martin Cox, Burnham RNLI's Lifeboat Operations Manager, accepted the lifeboat on behalf of the station.

## Tsakos takes delivery of two ships from Hyundai shipyards

Tsakos Energy Navigation Ltd. today announced the delivery of the 162,400 dwt, 1A ice-class tanker Suezmax tanker **Antarctic** from Hyundai Heavy Industries and the 36,660 dwt 1A ice-class handysize product tanker **Aegeas** from Hyundai Mipo Dockyard, both in South Korea.

The delivery of the **Antarctic** completes the Company's current Suezmax newbuilding program while the delivery of the **Aegeas** further augments the Company's ice-class capabilities in the product tanker category.

The **Aegeas** will enter an attractive three year time-charter with a major international oil entity for a fixed minimum rate and a 50/50 profit share should rates exceed that minimum. Taking into account only the minimum rate, the **Aegeas** is expected to generate about \$21 million in gross revenues over the charter period. The **Antarctic** has entered a repositioning voyage until the beginning of June and, upon expiration, it is expected to enter the spot market.

"These two latest additions represent the fifth and sixth newbuildings we have taken delivery of this year," stated Mr. Nikolas P. Tsakos, President and Chief Executive Officer of TEN. "With five still to come in 2007, and an additional six over the next two and a half years, the continued growth of our company is on track. Further, we will be better positioned to offer charterers an even wider pool of attractive vessels."

Mr. Tsakos concluded, "We remain confident in the market. The growth of our fleet, the youth and diversity of our vessels, and our balanced chartering policy should further enhance our ability to benefit from opportunities as they present themselves."





**Mighty Servant 1** seen at Mäntyluoto May 4<sup>th</sup> 2007, her ETD is May 7<sup>th</sup> 2007 if weather permitting

Photo : Risto Brzoza ©

## MOVEMENTS

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**MULTRASHIP** Towage & Salvage

Scheldekade 48

4531 EH Terneuzen

The Netherlands

Tel : + 31 – 115 645 000

Fax : + 31 – 115 645 001

**Internet**

[commercial@multraship.com](mailto:commercial@multraship.com)

<http://www.multraship.com>

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ICEBREAKER **VOIMA** - IMO 5383158 built in 1954 and still in service. Seen here at her berth in Helsinki - Finland.

**Photo : Slotmaritimephoto ©**



The **COSCO GUANGZHOU** seen outward bound from Antwerp

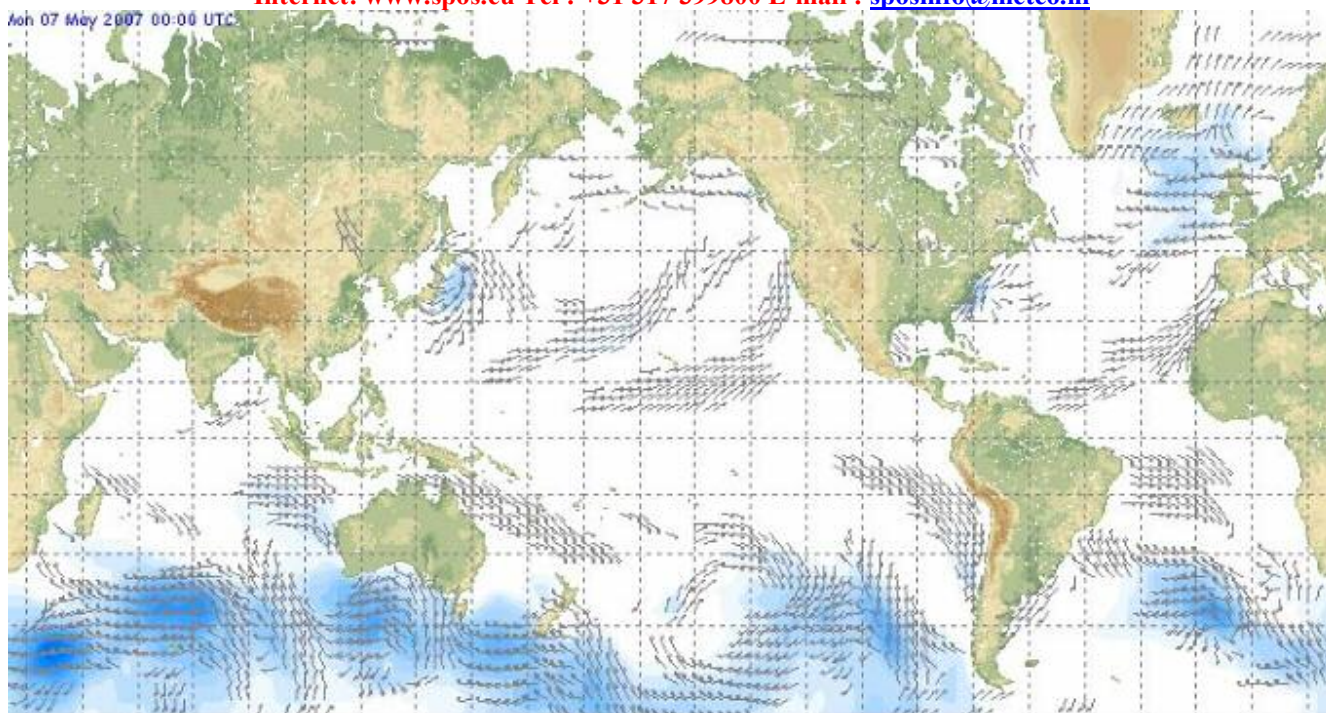
**Photo : Ronny Baute ©**

## MARINE WEATHER

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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

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





The **NORMAND MASTER** with the **NOBLE TON** seen arriving in Rotterdam-Botlek  
Photo : Wil Kik ©

## BOEKBESPREKING

Door : Frank NEYTS

### "Michiel Adriaenszoon De Ruyter. De Admiraal"

Bij Uitgeverij Aprilis verscheen het prachtige boek "**Michiel Adriaenszoon De Ruyter. De Admiraal**". Het werd geschreven en samengesteld door Jack Staller en Graddy Boven.

Het boek kwam tot stand in samenwerking met de 'Stichting 400 Jaar Michiel De Ruyter'. Michiel Adriaensz. De Ruyter (1607-1676), waarschijnlijk Nederland's bekendste (zee)held, werd bejubeld en geacht door vriend en vijand. Binnen de landsgrenzen bemind en daarbuiten gevreesd. Meerdere keren door buitenlandse regeringsleiders onderscheiden en in de adelstand verheven. De grootste vlootvoogd aller tijden. In het boek "**De Admiraal, Michiel Adriaenszoon De Ruyter**", heeft De Ruyter, in dienst van de Republiek der Zeven Provinciën, een belangrijk aandeel in het handhaven van de machtige en rijke positie die de Republiek in de zeventiende eeuw op het wereldtoneel inneemt. Het relaas van een Vlissinger die zijn leven op zee doorbrengt, een leven zonder weerga. Vol hoogtepunten en



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evenzoveel dieptepunten. Dit keer geen bladzijden vol tekst, maar een boek versierd met kleurrijke illustraties. Vierhonderd jaar na zijn geboorte komt Michiel Adriaenszoon De Ruyter op originele wijze opnieuw tot leven. Een aanrader!

**"Michiel Adriaenszoon De Ruyter. De Admiraal"** (ISBN 978-90-5994-127-4) werd als hardback uitgegeven. Het boek kost 29.00 euro. Aankopen kan via de boekhandel. In België wordt het verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: [info@agorabooks.com](mailto:info@agorabooks.com).

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