

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 217



Number 217 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Monday 24-09-2007**

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

THIS NEWSLETTER IS BROUGHT TO YOU BY :



VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,
lifting beams, crane blocks, turnbuckles etc.

Nijverheidsweg 21 3161 GJ RHOON The Netherlands

Telephone: (+31)105018000
(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl

info@vlierodam.nl



The ELLY MAERSK seen moored at the APM terminal in Zeebrugge (Belgium) during her maiden call

Photo : Henk Claeys ©

SVITZER
OCEAN TOWAGE



PARTNERS IN POWER

SVITZER OCEAN TOWAGE

Jupiterstraat 33
2132 HC Hoofddorp
The Netherlands

Telephone : + 31 2555 627 11
Telefax : + 31 2355 718 96
E-mail: smitwijs.sales@svitzerwijsmuller.com

**DO YOU HAVE PICTURES OR OTHER SHIPPING RELATED INFORMATION FOR THE
NEWS CLIPPINGS ?? PLEASE SEND THIS TO :**

newsclippings@gmail.com

EVENTS, INCIDENTS & OPERATIONS



KOTUG's Rotortug **RT MAGIC** – Photo : Piet Sinke ©

150-year dream for 150-year old ships

Religion and history do not mix well. I shrug my shoulders at those opposing the Sethusamunda-ram canal because it will damage the remains of the bridge that Ram's army used in the Ramayana.

Now, I too oppose the canal, but on economic and environmental grounds. Its rationale is more political than economic. It will become one more public sector white elephant.

The Palk Straits, between Tamil Nadu and Sri Lanka, are so shallow that only small boats can pass through. So, east-west coastal ships have to go around Sri Lanka. So do ships from Europe and Africa to the east coast.

Sethusamundaram will be a furrow dredged in the sea-bed of the Straits, deep enough to accommodate ships of 20,000 DWT. The canal will save ships both distance (saving fuel) and time (saving daily charges for chartering ships). So, it should be able to charge ships for passage, like the Suez and Panama Canals. This revenue is supposed to make the project economic.

The project is a political gift for Tamil Nadu. It will hugely help Tuticorin port, which today can receive ships only from the west, and not the east. It will improve the viability of existing and planned minor ports in the state. Hence, Tamils call the canal a 150-year dream about to come true (it was first proposed around 1850).

Dreams are costless, but canals are not. Project documents claim that the canal will save ships 36 hours of time and 570 nautical miles of distance. But a recent study by Jacob John in Economic and Political Weekly exposes these claims as highly exaggerated. Up to 70% of the traffic through the canal is projected to come from Europe and Africa. And John estimates that the time saving from Europe to Kolkata will be only eight hours, and the distance saving 215 nautical miles. From Africa to Kolkata, the time taken will actually increase by 3.5 hours (being piloted through the canal is a slow process), and distance reduced will be only 70 nautical miles.

John calculates that ships could lose up to \$4,992 per passage if they are charged the tariff laid down in project documents. In which case ships will find it cheaper to go round Sri Lanka. If the government cuts the proposed tariff to attract traffic, John estimates that the project's rate of return could fall to an uneconomic 2.5%. I expect that the project will also suffer cost overruns in capital and maintenance dredging, and hence be in the red.

The canal is supposed to be ready by November 2008, not far off. So why has the project not been able to sign up potential users? The finance minister has appealed to private shipping companies to participate in a project that will benefit them, yet no shipping company has come forward. The economics of the canal look much too dicey.

The Suez and Panama Canals save ships thousands of miles, and that makes them profitable. Sethusamundaram is not remotely comparable. It is designed for small ships (the project documents talk of 20,000 DWT), whereas the Panama Canal takes ships of up to 65,000 DWT and Suez takes ships up to 150,000 DWT.

The Suez and Panama canals were dug through land corridors, and once dug stayed dug - they did not face sand inundation from the sea. However, Sethusamundaram will be a furrow in the sea-bed, at the constant mercy of currents bearing sand.

The government's environmental assessment has cleared the project on ecological grounds. Yet, much of that assessment was not about sand incursion, but about fears of possible damage to coral reefs, coastal erosion, oil spills, and changes in ocean salinity and temperature. Besides, the ecological studies were done from the Indian side of the Palk Straits, and not the Sri Lankan side, and so are technically incomplete.

My own major fear is not so much that the project will ruin the environment, but that the environment will ruin the project. I fear that ocean currents will keep dumping fresh sand in the furrow of the canal. The Palk Straits are shallow not by accident but because sand-bearing currents have made them so. Combating the full force of nature is perilous, expensive and sometimes impossible.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 217

The project envisages maintenance dredging of two million cubic metres per year, infinitely more than required by the Suez and Panama canals. Jacob suspects (and so do i) that actual maintenance dredging will far exceed project projections, rendering the canal uneconomic. An extreme event (like the 2005 tsunami) could dump enough sand to close down the canal.

Finally, global shipping is shifting to ever-larger vessels. Bulk carriers and tankers often exceed 200,000 DWT, and those under 60,000 DWT are being phased out as uneconomic. Old general cargo vessels have been replaced by container ships, which started small but now exceed 35,000 DWT, and may soon touch 75,000 DWT. Such vessels cannot use the canal.

So, Sethusamundaram will be unsuitable for the large vessels of the 21st century. It is a 150-year old idea for 150-year old ships. That may be its epitaph.



The **SEA PRINCESS** visited the port of Brest

Photo : Jacques Carney ©

Dredging work continues in the new entrance canal to the island of Ostrov Kotlin (St Petersburg)



while the hopper dredgers **REYNAERT** , **BARENT ZANEN** and the **BALTIC SEA** do the dredging to get the channel in the Gulf of Finland on dept.

Photo's : Maarten Mostert ©

The multifunctional work ship **AMSTELSTROOM** working with a plow to remove the high spots ,





The museum lifeboat **KONINGIN JULIANA** brings the lifeboat **GRAAF VAN BYLANDT** to the De Haas Shipyard in Maassluis where the lifeboat will be grit-blasted

Photo : Jerry Bezuijen ©

Storm brews off Bangladesh coast; 97 fishermen feared drowned

At least 97 fishermen aboard a dozen trawlers were feared drowned in rough seas Saturday as a storm brewed off Bangladesh's southern coast, officials and witnesses said.

The storm spawned high winds and waves in the Bay of Bengal, prompting authorities to warn boats and ships to stay close to shore.

Several hundred villagers, as well as tourists in resorts along the coast were also evacuated to safer areas, officials said.

The storm, however, was moving westward toward India's eastern Orissa state, the weather department said.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 217

Fishermen returning to shore reported seeing at least 12 trawlers sink at sea, local government administrator Selim Khan said in Barisal, 175 kilometres south of the capital, Dhaka. At least 50 fishermen were rescued by passing boats, while about 97 others were feared drowned, he added.

Another 70 trawlers, with nearly 840 crew, were yet to return to shore and may have taken shelter, Mostafa Chowdhury, a spokesman for a trawler owners' association said.

Trawlers caught in storms in high seas often seek shelter at offshore islands or mangroves that dot the area, Chowdhury added. The mostly wooden boats don't have communication equipment on board, and can only use mobile phones when close to shore.



The **BOURBON TRIESTE** seen off Scheveningen during trials
Photo : Danny Plug ©

Rotterdamse containerkranen op transport

Een ponton met daarop twee nieuwe containerkranen is zaterdagmorgen in alle vroegte vertrokken vanuit de Rotterdamse Maashaven. De twee enorme kranen zijn gebouwd door Kalmar Industries aan de Doklaan en zijn bedoeld voor de havens van Oslo en Helsingborg. De kranen zijn elk 80 meter lang en 25 meter breed. Met de klap 'opgetopt' hebben de kranen een hoogte van 70 meter. De kranen zijn zogeheten containerkadekranen, bedoeld voor het laden en lossen van containerschepen. De Rotterdamse kranenbouwer Kalmar levert de kranen op basis van een eigen modulair ontwerp, dat voor elke terminal kan worden aangepast aan wensen van de terminaloperator. De kraan voor Helsingborg is bestemd voor het plaatselijke havenbedrijf in deze Zweedse stad. In de haven van Helsingborg wordt jaarlijks zeven miljoen ton goederen overgeslagen. De kraan voor Oslo is bestemd voor de nieuwe Sjursøya Container Terminal. Sjursøya is het nieuwe havengebied waar Oslo alle op- en overslagactiviteiten gaat concentreren. De nieuwe terminal heeft een capaciteit van 400.000 standaard containers (teu). De haven van Oslo behandelt jaarlijks ongeveer zes miljoen ton lading.

£2m lifeboat appeal fund gets £300,000 kick-start

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 217

HOYLAKES Royal National Lifeboat Institute appeal got off to an impressive start as it emerged around £300,000 has already been raised.

The two-year £2m appeal is for the construction of a new lifeboat station to replace the existing facility which is more than 100 years old. Lord Lieutenant of Merseyside Dame Lorna Muirhead DBE told the guests at the official launch of the appeal at Hoylake Sailing Club that the money will also help pay for a new modern lifeboat to help the RNLI volunteers who regularly put their lives at risk to rescue others.

Dame Lorna admitted she was "new to things maritime" but praised the Hoylake crew as "kind, caring, skilled and brave".

She said: "It's our aim, goal and duty, I think, to provide them with what they need in the 21st century and hope we never need them to rescue us."

The appeal will raise part of the £5 million-plus costs of replacing the existing lifeboat station which was built in 1899 but is too small and cannot be further extended to house the latest generation of lifeboat.

The lifeboat station has been a key feature on the promenade at Hoylake for more than 200 years, saving more than 560 lives, and Hoylake lifeboat service is older even than the Royal National Lifeboat Institution which runs the service.

Last night, members of the crew and local supporters were joined at the sailing club next to the station on Hoylake Promenade by Dame Lorna, Anthony Hannay, chairman of the appeal, as well as 100 invited guests. Mr Hannay, a RNLI board member, said that over the last 204 years numerous generations of families had volunteered. He posed the question of how to thank them for their bravery, and said the answer was "to build them a future".

He said: "In the last few months, we have raised over £300,000 towards the total target."

He appealed to people across Merseyside and beyond to contribute. John Curry, operations manager for Hoylake lifeboat, said last night's official launch of the massive fundraising effort was a key date for the historic station, which is one of the oldest in the country.

Mr Curry said: "It's a day we have been looking forward to here at Hoylake."

The RNLI is a registered charity that continues to rely on voluntary contributions and legacies for income and receives no UK Government funding for its annual running costs of around £120m a year which pays for the volunteer crews to provide a 24/7 search and rescue service.

The appeal over the next two years will combine community fundraising with requests for support from trusts, the business community and other donors. A glossy calendar has also been produced, with pictures of the crew and their Lady of Hilbre boat in action.

Cruise ships to plug into port shore power

Green initiative is estimated to cost about \$5 million to establish

Vancouver port officials are working on a project to allow cruise ships to shut their engines down while in port and connect to clean hydroelectric shore power at Canada Place.

B.C. Tourism Minister Stan Hagen said Friday the green initiative is being discussed by the Vancouver Port Authority, the B.C. Transportation Ministry, BC Hydro and Princess Cruises.

"It would make travelling to B.C. easier for the [cruise] industry and would obviously be greener for the environment," he told a panel discussion aboard Holland America Line's **Volendam**.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 217

Electric shore power is already available for cruise ships in Juneau and Seattle and the Port of Los Angeles is also considering the concept. Vancouver would be the first Canadian port to offer the service, although it likely would not begin until 2009. Vancouver Port Authority cruise trade development manager Greg Wirtz said officials have worked on the idea for about six months and estimated it would cost about \$5 million to establish a facility at the east berth at Canada Place.

He said funding for the project has not yet been secured and would likely come from several sources -- including the port, the cruise line, BC Hydro and the federal and provincial governments. "It would require a significant amount of new power with a special feed to get to Canada Place," Wirtz said. " . . . We would also need BC Hydro to provide the power at a competitive rate."

While in port, cruise ships would stop spewing pollutants into the air after shutting down their engines and connecting to shore power for an average of 10 to 11 hours. Princess Cruises ships are already outfitted for shore power.

"Once the capital is invested, the project is very sustainable," Wirtz said. "There would be no greenhouse gases or particulate matter whatsoever while the ship is connected [to shore power]. It won't just reduce pollution. It would eliminate it for the time it's connected." Hagen also announced Friday the creation of a B.C. cruise industry working group, to be chaired by Tourism BC. He said the group's mandate will be to increase the number of ships "home porting" and visiting B.C., improve the port-of-call experience for visitors and increase cruise passengers' length of stay in B.C. before and after their cruise.



The **NEW FLAME** seen near Gibraltar – Photo : Nico Ouwehand ©

Very Special Forces

The Philippine Coast Guard (PCG) formally activated Thursday (20 Sept) a special unit tasked to combat terrorism at sea. The Coast Guard Anti-Terrorism Unit (CGATU) was formed to strengthen the PCG's law enforcement capabilities and maritime security functions, according to PCG spokesman Lt. Armand Balilo.

PCG commandant Admiral Damian Carlos said the PCG under his watch has initiated organizational reforms to make it "attuned with the pressing demands of the maritime community, both domestic and international."

The PCG has accomplished a number of worthy programs, notable among them are the response, containment and recovery operations of the Guimaras oil spill, the apprehensions of suspects in oil smuggling and anti-drug operations, and the speedy investigation into the sinking of **M/V Blue Water Princess**.

Carlos said his vision is to transform the PCG into a competent law enforcement agency by strengthening its maritime security functions and capabilities, with the activation of the CGATU and other special rescue units.

Carlos also vowed to review and revise the PCG's promotion system to curb squabbling among aspiring officials. He also announced the hiring of additional 1,000 personnel to beef up the PCG command.

CASUALTY REPORTING

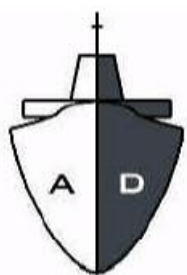


Tel: +31 115 645000 - www.multraship.com

NAVY NEWS

THIS SECTION IS BROUGHT TO YOU BY :

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

Submarine overhaul extended to 2009

Navy says it's a more complex, costly and time-consuming job than refitting a Boeing 777 commercial airliner.

Everywhere Lt.-Cmdr. Mark Wilson looks, he sees work that needs to be done. Not just a little bit of work, but hundreds and thousands of hours stretching the 70-metre length of **HMCS Victoria**, one of Canada's four troubled diesel-electric submarines.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 217

Wilson stands in the sub's operations room and points above his head. When Britain owned the subs, one of three periscopes was there. But the Canadian navy concluded it didn't need three periscopes. And so, it decided to remove one. "You wouldn't think that looks like a big job," said Wilson, gesturing to the empty spot and thick steel pressure hull above his head.



Fleet Maintenance Facility production coordinator Gary Edge passes through a water tight hatch in the submarine HMCS Victoria in drydock at CFB Esquimalt.

Photo : Ray Smith ©

"But just to cut that out and re-weld all the frames, that alone was an approximately 7,000-hour job."

And just like that, you begin to understand how much time it takes to fix a submarine.

More than 200 tradespeople have been working on **HMCS Victoria** since it was hoisted into drydock for what's called an extended docking work period in 2005. The job requires some 600,000 combined worker hours, installing 500,000 parts supplied by 1,600 different suppliers. The navy says it's a more complex, costly and time-consuming job than refitting a Boeing 777 commercial airliner.

"It's a hell of a job," said Wilson. "I may never do something this complex in my career again." At first, the navy estimated repairs would be done this year. That's now been extended to mid-2009.

"The first time you tend to do anything, it tends to take a lot longer than the next," said Wilson, the project manager.

Canada bought four of the **Victoria-class** diesel-electric subs from Britain in 1998 for around \$750 million. They have to be stripped and serviced after so many hours in the water. And even though Canada has barely used them - Victoria has spent only 115 days in the water since 2000 - the British-run hours are enough to warrant an overhaul.

All that work is above and beyond the "Canadianization" refits Canada completed when it bought the subs. It also doesn't count the time and money spent on subsequent emergency upgrades, such as when the fleet's high-pressure air tanks were found to be rusting, when cracks were found in diesel exhaust backup valves, when Victoria's engines started sparking during a mission in 2005, or when **HMCS Chicoutimi** suffered a fatal fire in 2004 during its maiden voyage back to Canada.

Three of the four subs are currently out of service. **HMCS Windsor** is undergoing its own extended docking service in Halifax. **HMCS Chicoutimi** was yanked from the water after the fire and will be serviced when Victoria is done. **HMCS Cornerbrook** is still out at sea running missions on the East Coast.

When it's all said and done, the navy estimates repairs for Victoria alone will cost approximately \$195 million.

It's taking extra time for workers to familiarize themselves with Victoria's technology and gather baseline information the navy can use to upgrade the rest of its fleet, said Wilson. On a recent tour of the submarine, Wilson highlighted the hundreds of items on the to-do list, including rebuilding the crew quarters, mess area, torpedo loading system and engine room.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 217

Everything needs to be covered to reduce noise and preserve the submarine's stealth, he said. In one of the construction offices, diagrams of the ship are mounted on the wall and covered with hundreds of blue pins - each representing a missing valve that has to be reinstalled.

One major project centred around a pizza-sized dent in the pressure hull dating back to before Britain mothballed the subs. It took 5,000 worker hours to fix the dent, said Wilson. But it was important, he said, because a submarine needs pressure to be distributed evenly or the weakest point in the hull could be breached.

When work on Victoria is finally complete, the sub will be good for five years before heading back into another, shorter, extended docking period scheduled to last fewer than two years, said navy Cmdr. Scott McVicar, submarine operating authority for Maritime Forces Pacific commander Rear-Admiral Tyrone Pile.

McVicar was also Victoria's commander from 2001 to 2004, and brought the submarine home from Halifax to Esquimalt through the Panama Canal.

"She will take all the time she takes," he said of repairs. "You can't cut corners. You won't cut corners. "It's frustrating, but there are some things you just don't mess with. You're not going to risk your sailors."

Price tag for Navy's new aircraft carrier on the rise, GAO says



The next-generation aircraft carrier **Gerald R. Ford**, under design at shipbuilder Northrop Grumman Newport News, faces "substantial risk" of cost overruns that could complicate the Navy's plan to increase its fleet, a federal report scheduled for release Monday says.

The Government Accountability Office, a watchdog for Congress, said that this "likely" cost growth "may force the Navy to sacrifice" other vessels in its 30-year plan to grow the fleet to 313 ships from the current 279, according to Bloomberg News. The business news service first reported the GAO's findings and quoted from the 41-page report.

The GAO said that delays in testing new key technologies - including a dual-band radar and systems for launching and landing fighter jets - could lengthen the carrier's construction time and drive up costs, Bloomberg reported.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 217

Those conclusions echo testimony the GAO gave in late July during a congressional panel's hearing on the Navy's shipbuilding program. A spokeswoman for U.S. Rep. Roscoe Bartlett, R-Md., the member of the House Armed Services Committee who requested the report, confirmed the GAO's findings.

The report "indicates it's highly unlikely" that the Ford, the first of a new class of nuclear-powered carriers, will meet the Navy's budget or construction schedule, said Lisa Wright, Bartlett's press secretary.

In a statement Friday, Bartlett said the GAO revealed that "the development of three critical technologies has been delayed to such an extent" that the Ford "must experience 100 percent success" during construction to meet the Navy's current \$10.5 billion procurement budget.

The Navy has struggled to contain shipbuilding costs, and first-of-class ships in four of the service's current programs have experienced cost creep, including the littoral combat ship, the LPD-17 amphibious warship, the DDG 1000 destroyer and the Virginia-class attack submarine. Northrop Grumman Newport News shares construction of those subs with General Dynamics' Electric Boat.

The price tag of the **George H.W. Bush** - the 10th and last of the Nimitz-class aircraft carriers - has grown by \$847 million, or 17 percent, over its initial budget. It is now under construction at the Newport News shipyard and scheduled for delivery next year.

At the July hearing, the Congressional Budget Office said the Ford carrier, known as CVN-78, could cost at least \$1 billion more than the Navy has budgeted. "In this budget environment, that's going to be a difficult sell," Bartlett said Friday. He raised the possibility of revisiting the idea of building a larger number of smaller carriers, which "might provide more value" to the Navy than a few "super carriers."

The Navy said Friday that it would not comment on the GAO's report until it is officially released. However, Capt. Michael Schwartz, program manager of the Ford carrier program, said the service believes its can acquire the Ford under its current budget. "The risks in the program relating to development of new technologies are clearly defined and being managed," Schwartz said in a statement. The purchase of materials and the design and advance construction work at the Newport News shipyard "are meeting expectations for cost performance," he said.

While the new technologies going on the Ford have posed "challenges," shipyard spokeswoman Jennifer Dellapenta said in a statement that "we are confident that in the end, we will be successful in incorporating them on CVN-78."

With the Ford's computer-assisted design now about 74 percent complete, the Navy expects to award a contract to begin full-scale construction in spring 2008. Completion is scheduled for 2015. The Ford is the first of three new carriers in a \$35 billion program to replace the carrier Enterprise, the Navy's first nuclear-powered carrier, and the Nimitz-class fleet. The new Ford class is designed with a host of high-tech improvements, including an ability to launch more aircraft combat sorties and to operate with several hundred fewer crew members.

Two of the improvements that have faced delays cited by the GAO are an electromagnetic aircraft launch system, which replaces steam-driven catapults, and a new aircraft arresting system. They are being built by San Diego-based General Atomics. Raytheon Co. is making the new dual-band radar that also has faced delays.

Bloomberg News reported that officials with those two companies expressed confidence that technical flaws and delays outlined by the GAO are being solved and won't affect the Ford's delivery schedule.

SHIPYARD NEWS

THIS SECTION IS BROUGHT TO YOU BY :



info@disamaritime.com
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
www.disacivil.com

German workers celebrate new ferry for B.C.

Vessel won't leave for B.C. until October because propeller hubs need to be replaced

About 740 employees of Flensburger Schiffbau-Gesellschaft gathered here Friday, along with a couple thousand of their closest friends and a few dignitaries, to bid goodbye to the first vessel they built for B.C. Ferries.

Federal International Trade Minister David Emerson was here, and so was Kevin Falcon, B.C. transportation minister. The prime minister of the German state of Schleswig-Holstein, Peter Harry Carstensen, was given several impressive gifts, including First Nations art and his very own drum.



A black covering on the side of the **Coastal Renaissance** was pulled away to reveal a full-length mural promoting the 2010 Olympics.

Photo : Dave Obee

It was a perfect sendoff, with just one catch. When the farewell party was over, everyone left the shipyard, but the ferry itself stayed put. It's not due to leave here for another month.

Flensburger, which has a \$334-million contract to build three Super-Coastal class ferries, is under budget and ahead of schedule on the project. When the date for the grand goodbye celebration was set, the plan called for the Coastal Renaissance to depart as soon as the last confetti settled on the dock.

But the schedule had to be changed when tests determined the ferry's two propeller hubs have a slight defect. Since the ferry was ahead of schedule, Flensburger had time to order new hubs - they will come from Russia, replacing ones made in France -

and put the ferry into drydock to make the switch.

David Hahn, president and chief executive officer of B.C. Ferries, said Flensburger still plans to have the **Coastal Renaissance** ready to go by Oct. 26, the date specified in its contract.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 217

The Russian hubs will also be installed on the next two ferries, the **Coastal Inspiration** and the **Coastal Celebration**, which are due to leave on time, on Jan. 18 and May 9, respectively.



Each of the major routes between Vancouver Island and the mainland will get one of the Coastals.

The **Renaissance** is scheduled to go into service on the Departure Bay-to-Horseshoe Bay route. The **Inspiration** will be used between Tsawwassen and Duke Point, a switch from the original plan. Traffic patterns and the new ferry's high capacity for transport trucks prompted the corporation to move it off the Departure Bay-to-Horseshoe Bay run.

The third vessel will be used between Swartz Bay and Tsawwassen after it does its bit to help promote the Olympics. The **Celebration** is due to stop in London, Los Angeles and Seattle on its way to British Columbia.

Delivery voyages for each ferry will take about 45 days, depending on the weather. When the vessels arrive, crews will need to be trained on them. All three Coastals are expected to be in operation by the high-demand summer months in 2008. The new ferries are the largest double-ended ferries in the world, with capacity for 1,650 passengers and 370 vehicles.

Falcon, who stopped in Flensburg after attending the International Road Congress in Paris, toured the Coastal Renaissance and came away impressed. "Nothing like this could have been built in Canada," he said, citing the design, fit and finish of the ferry.

Falcon said the provincial government supports B.C. Ferries' argument that the Coastals had to come from offshore. At stake is \$80 million, the amount the ferry corporation would have to pay in federal duty if Ottawa rules a Canadian company could have done the work. Emerson, who was representing the federal government in Flensburg, said "never say never" when asked if a ferry such as the **Coastal Renaissance** could have come from a Canadian shipyard.

The real question, said the former chairman of B.C. Ferries, is whether Canada has a private corporation that could develop the extensive supply chain and continuous contracts needed by a world-class ship builder.

ROUTE, PORTS & SERVICES

THIS SECTION IS BROUGHT TO YOU BY :



TOTAL VESSEL MANAGEMENT

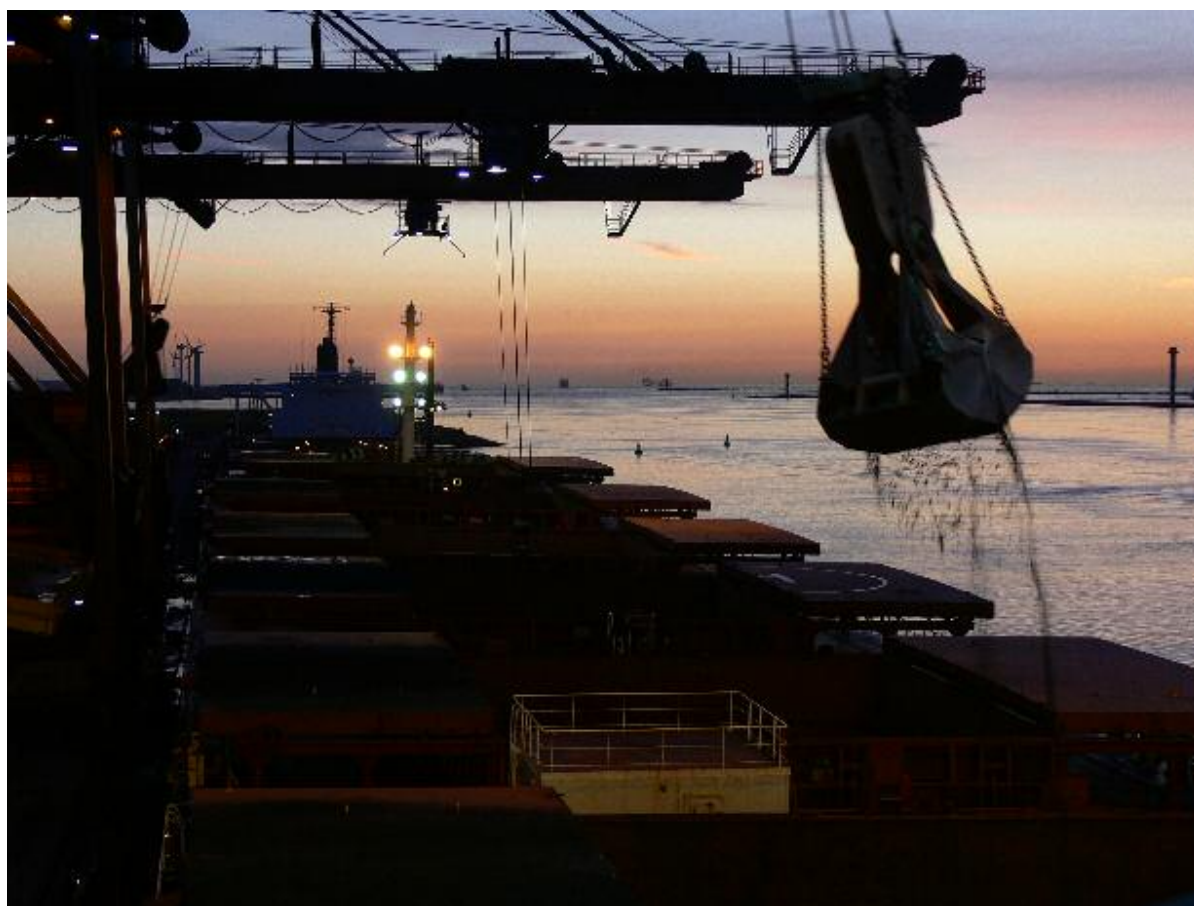
K.P. van der Mandelelaan 34 - 3062 MB Rotterdam (Brainpark) - The Netherlands

Telephone : (31) 10 - 453 03 77

Fax : (31) 10 - 453 05 24

E-mail : mail@workships.nl

Website : www.workships.nl



The Bulker **CSK EMINENCE** seen getting discharged at the EECV terminal in Rotterdam Europoort

Photo : Hans Schafer ©

Linde forms Global Alliance with SBM

Linde has formed a Global Alliance with Single Buoying Mooring Inc. (SBM) to develop and market Floating Production, Storage and Offloading units (FPSO) for the growing Liquid Natural Gas (LNG) industry, based on Linde's proprietary natural gas liquefaction technology. After having finalized a generic concept for a LNG FPSO with a yearly capacity off

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 217

app.2.5 million metric tons of LNG, global marketing efforts will start as of today. The FPSO is designed for any conventional natural gas composition and aims at offshore natural gas fields with recoverable reserves of 1 trillion cubic feet or more.

Under the Global Alliance Linde contributes the FPSO topsides including gas pretreatment, C3+ fractionation and natural gas liquefaction based on Linde's proprietary Multi-Stage-Mixed-Refrigerant process (LiMuM). SBM among other things contributes marine technology including hull and LNG storage tanks system, power generation system, mooring system, cryogenic offloading systems and FPSO operational experience.

Green Pin®			 www.vanbeest.nl
Standard & Polar are DNV 2.7-1 Type approved!		 TYPE APPROVED PRODUCT QUALIFICATION NO. 1-1-1 CERTIFICATE NO. 1-1-1	



The **GRACE N** seen moored at the EECV terminal in Rotterdam-Europoort

Photo : Hans Schafer ©

MIXED PROSPECTS FOR EXMAR

BELGIAN gas carrier specialist Exmar says its second-half results in the LPG-division could be affected by increased idle time in the midsize segment during the summer months. But it adds: "The outlook for VLGC seems however more encouraging on the basis of strong increase in activity since August."

All of the company's LNG vessels are covered on long-term contract and results for the second half should be similar to the first six months except that the Excalibur is due to go off-hire for to the planned dry-docking. In the Offshore and the Services divisions, the company notes, results are expected to be in line with those of the first semester.

In July Exmar revealed relatively weak first half figures with an operating profit of US\$33.4m compared to \$60.6m for the first six months of 2006 (which included \$10.0m capital gain realised on the sale of vessels and \$11.0 million non-recurrent items).

ICTSI TO RUN GEORGIAN PORT

A SUBSIDIARY of Philippine-based port operator International Container Terminal Services Inc. (ICTSI) has acquired the concession to develop and operate a container terminal and a ferry and dry bulk handling facility at the Port of Batumi in Georgia. ICTSI Georgia Corp obtained the concession from Batumi Port Holdings which has the exclusive management right over the state-owned shares in Batumi Sea Port Limited. ICTSI Georgia Corp. then organized Bantumi International Container Terminal LLC (BICTL) to operate the concession. A single purpose holding company, BICTL will also be the exclusive container terminal operator in the Port of Bantumi.

Batumi Sea Port Limited granted a 48 year lease with operating agreement to BICTL to cover a total area of 13.6 hectares in the Port of Batumi consisting of Berths 4 and 5 for a container terminal, and Berth 6 as a ferry terminal and for dry bulk general cargo. The length of berths 4-5 is 284 meters, with a depth of 11 meters. Berth 6 is 180 meters long with a depth of 8 meters.

BICTL will pay an annual rent of US\$0.60 per square metre for the first 18 months, increasing to US\$5.50 per square meters thereafter. Investment requirements will include the refurbishment of Berths 4 and 5 to allow the installation of quay cranes. Currently, there are no containers being handled in Berths 4 and 5.

MOVEMENTS



The Polish tug **ARES** seen bound for Rotterdam with in tow the newbuilding **hull 03110**.

Photo : Arie Verheij ©

AIRCRAFT / AIRPORT NEWS



Children play tug-of-war with 747 jumbo jet for 'Day of Sky'

Schoolchildren and their parents played a tug-of-war with a jumbo jet at Narita Airport last week as part 'Day of Sky' festivities.

About 180 elementary school children pulled three ropes attached to a Boeing 747-400F aircraft parked at the airport, but couldn't get the jet moving. But after 300 parents also joined in, the children managed to move the aircraft for about 30 meters.

The government designated Sept. 20 as the Day of Sky in 1992 in commemoration of the 40th anniversary of the resumption of Japan's civil aviation, which had been suspended since Japan's surrender in World War II

Spotten nu het nog kan

Dat het één van de laatste keren is, dat ze op de spottersheuvel staan, beseffen de vijftien mannen allemaal. Na de sluiting van de vliegbasis Soesterberg in de loop van volgend jaar, moeten ze voor hun hobby elders in Nederland of Europa zijn.



De Nederlandse **C-130 Hercules G-275 "JOOP MULDER"** klaar voor de start – Foto : Piet Sinke ©

C-130 HERCULES Specificaties:

Afmetingen: lengte 34.37 meter, hoogte 11.61 meter, spanwijdte 40.41 meter; motoren: 4 Allison T56-A-15 turboprops; snelheid: kruissnelheid 556 km/u, maximaal 602 km/u; bemanning: vier (gezagvoerder, co-pilot, flight engineer, loadmaster); maximale belading 17 ton vracht

Achtergrondinformatie: De Koninklijke luchtmacht vliegt sinds 1 maart 1994 met de C-130H-30 Hercules, waarvan er twee zijn aangeschaft. Het gaat om een transportvliegtuig dat geschikt is voor het vervoer van materieel en personeel van de krijgsmacht en voor humanitaire hulpvluchten. De Hercules is een middelzwaar transportvliegtuig met een achterlaadklep. Het toestel is daardoor niet afhankelijk van speciale beladingsfaciliteiten op luchthavens. De Hercules kan ook vliegen van en naar primitieve vliegvelden. Het vliegtuig is voorzien van zelfbeschermingsmiddelen tegen infra-rood en radargeleide raketten. Speciaal voor het vervoer van patiënten of gewonden, kan de Hercules worden voorzien van brancards en medische apparatuur.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 217

Drie grote Hercules transportvliegtuigen stijgen zaterdagochtend rond half tien op van Soesterberg. Ze doen mee aan de herdenking van de operatie Market Garden, de slag om Arnhem in 1944, boven de Ginkelse heide bij Ede.

De 15-jarige Chris Crom heeft veertig kilometer gefietst om de vliegtuigen te kunnen zien opstijgen en fotograferen. Hij woont in Almere en wil later piloot of verkeersleider worden. „Wielrennen is mijn hobby,” zegt hij gestoken in wielerbroek en -trui.

Johan van de Bunt (45) uit Soest spot sinds zijn achtste vliegtuigen op Soesterberg. „Ik ben opgegroeid in het Leusderkwartier in Amersfoort, precies onder een aanvliegroute van de vliegbasis.” Van de Bunt is niet alleen naar de kijkheuvel aan de rand van de basis gekomen. In zijn kielzog volgen drie dochters (9, 6 en bijna 3 jaar) en een langharige teckel.

De Soester beseft dat hij volgend jaar, als de basis gaat sluiten, verder van huis moet om vliegtuigen te spotten. Hij vindt het niet erg. „Onlangs zijn we nog een weekje naar Engeland geweest om vliegtuigen te spotten.” Maar Van de Bunt kan dichterbij huis op Schiphol terecht. „Ik spot niet alleen militaire, maar ook civiele vliegtuigen.”

Als het gebrul van de Herculesmotoren aanzwelt, verdringen de spotters zich met hun camera op de rand van de heuvel. Amersfoorter Caby staat als enige een paar meter naar achteren op de spottersheuvel. Hij fotografeert niet (‘Ik heb al zoveel foto’s van vliegtuigen’), maar luistert op zijn scanner naar het radioverkeer tussen de verkeerstoren en de piloten.

De twee Britse Hercules vliegtuigen zijn binnen enkele seconden uit het zicht verdwenen. Het is voor de spotters wachten op het laatste vliegtuig dat vanuit Soesterberg richting de Ginkelse heide gaat, een Nederlands Hercules vliegtuig. Volgens de spotter Van de Bunt is dat een echte Hercules: **Veel rook en lawaai.**

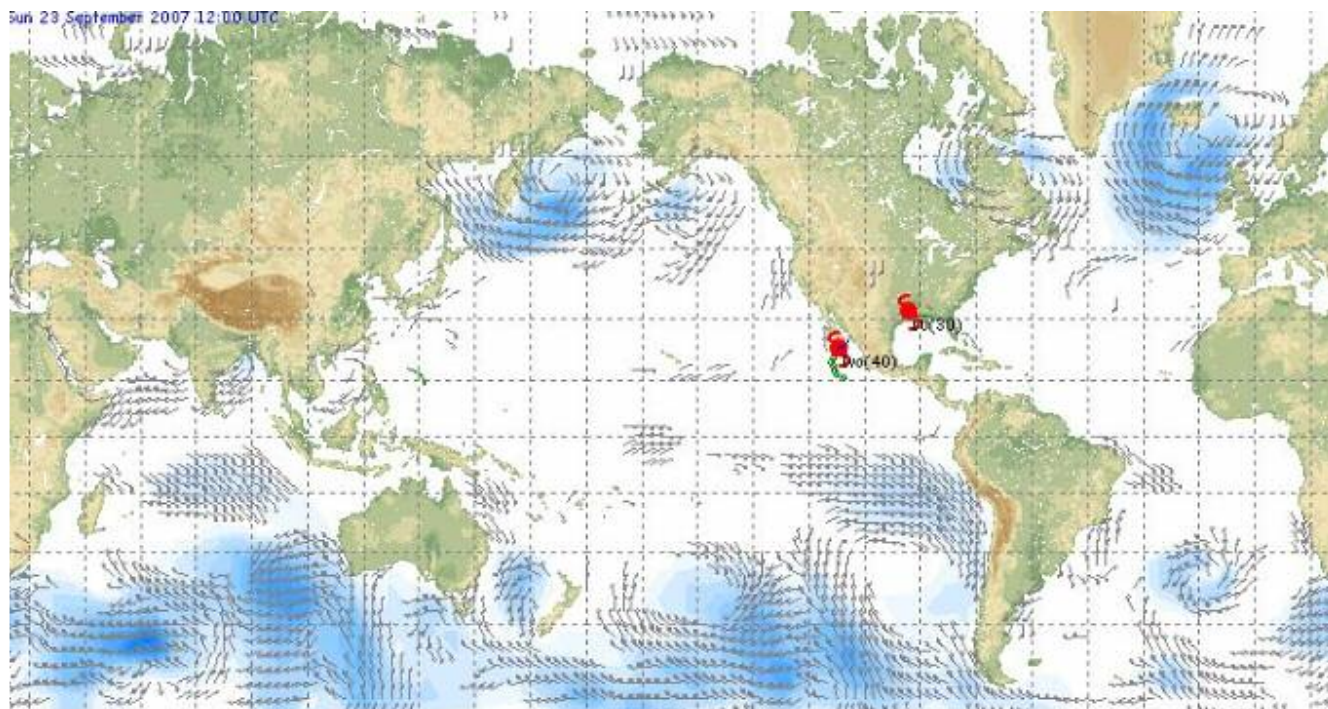
MARINE WEATHER

THIS SECTION IS BROUGHT TO YOU BY :



Internet: www.spos.eu Tel : +31 317 399800 E-mail : sposinfo@meteo.nl

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 217



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 **ELLY MAERSK** seen moored in Zeebrugge

Photo : Henk Claeys ©

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 217

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. If you want to no longer receive this bulletin kindly reply with the word "unsubscribe" in the subject line.