Number 042 *** COLLECTION OF MARITIME PRESS CLIPPINGS *** Wednesday 13-02-2008
News reports received from readers and Internet News articles taken from various news sites.

HAL’s VEENDAM seen moored in Bonaire
Photo : Jan Kloos ©

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Above seen the 1970 built cruise liner CLIPPER PEARL recently bought by International Shipping-Miami of USA & she’s the former DREAM, DREAM PRINCESS & SUNDREAM seen here entering Valletta bound to Malta Shipyards for a two month refit on Sunday 10th February, 2008. Local Shipping Agents are Thomas C. Smith Shipping Agency.

Photo : Lawrence Dalli - Malta Ship Photos ©

**LR-FAIRPLAY TAKES 100% OF AIS LIVE**

LLOYD'S Register-Fairplay (LRF) has bought the 50% share in AIS Live Ltd (AISLive.com) previously owned by HITT NV of the Netherlands euros 4.5m plus an "earn-out payment of euros1m based on profits over the next three years.

HITT says it is withdrawing from the joint venture to focus on its core business: systems integration and supply of products for traffic control, air and sea port management and professional navigation. HITT will remain as a strategic business partner for AISLive.com.

LRF’s joint managing director Richard Silk said that the number of AIS receivers linked to AISLive.com will continue to expand. “Continued expansion of the network will assist us in achieving our goal of global coverage”, he said. “It will add to our other information sources that are coming on stream and support the continued development of our ship movements database. We are experiencing considerable growth in our business and the strategic importance of shipping in the world economy is leading to an increased demand for our information services.”
John van Asperen, chief financial officer at HITT said: "We have been delighted with the progress made by AISLive over the last four years and now is the right time for AISLive to focus on its core services as an information provider. We believe this is best achieved under the ownership of Lloyd’s Register - Fairplay. As a strategic partner HITT will continue to provide innovative technology which has helped AISLive to achieve its market leading position."

Ron Crean, business development manager at AISLive.com said “we have built up a very loyal customer base in over 90 countries in less than 4 years. This announcement shows our ongoing commitment to developing our services further for our customers.” Source: Maritime Global Net

US Navy fires at Somali hijackers of Russian ship

The US Navy has fired on Somali pirates who hijacked the Russian crew and British captain of a ship sailing off the Horn of Africa, a maritime official said on Tuesday.

Four Russian crew members, an Irish chief engineer and a British captain were aboard the Svitzer Korsakov, an ice-class tug vessel, when it was seized early in February as it was making its way to Russia’s Pacific Coast.

"A US warship fired at one of the boats. We don't know if there are any casualties,” said Andrew Mwangura, director of the Seafarers Assistance Programme. The US Navy declined to comment on reports that shots were fired.

“We have ships in the area monitoring the captured vessel, the Svitzer Korsakov,” Navy spokeswoman Denise Garcia said. "We have a full range of options available to deal with piracy and we will utilise them as the situation dictates,” she said late on Monday.

Garcia said the navy was trying to stop the pirates from re-supplying. Mwangura says the gunmen claim to be "eco-warriors" and not pirates.

Piracy has been rife in the waters off Somalia since warlords toppled military dictator Mohamed Siad Barre in 1991. But attacks have reached unprecedented levels due to instability onshore as the country’s interim government battles insurgents.

The US State Department calls it the "preferred venue" for pirate attacks in the region. Source: Khaleej Times

Bad week for Southern African ships – one catches fire and two are ‘grounded’

It's not been a good week for Southern African shipping, with one ship, the MSC Chaneca catching fire shortly after sailing from Cape Town, and two others experiencing serious problems on either side of the continent.

According to Darius van Niekerk, NSRI (National Sea Rescue Institute) Station Commander at Mykonos near Saldanha, the NSRI was activated shortly after 10pm on Saturday night by Transnet National Ports Authority, Cape Town, following a report of a fire on board the 163m long container ship MSC Chaneca (owned by Cosmos Shipping of Greece and under charter to Mediterranean Shipping Company).

The container ship had sailed earlier that day from Cape Town and was bound for Lobito, Angola. At the time of the report she was lying between 7 and 9 nautical miles off-shore of Saldanha Bay.

“The 24 crew on-board were reported to be fighting the fire and preparing to abandon ship,” said van Niekerk.
He said the NSRI at Mykonos had dispatched its rescue craft Spirit of Freemasonry and the NSRI Table Bay station had sent another rescue craft Spirit of Vodacom to the scene. An all ships alert was posted by the Maritime Radio Services requesting vessels in the area to divert to the scene to lend assistance, with the nearest vessel reported as being 40 minutes away.

Other emergency services including the Metro Ambulance and Rescue Services, NSRI Melkbosstrand, Cape Town and Saldanha Bay Fire and Rescue Services, an NPA tug boat and 2 South African Air Force 22 Squadron Oryx helicopters with the NSRI Air Sea Rescue team (SAAF/NSRI ASR) were placed on alert.

"While responding to the scene we were informed that the fire, which allegedly started in the engine room workshop, was out of control in the engine room and that the 24 crew were preparing to abandon ship.

"On our arrival on-scene the ship’s Captain reported that his crew had brought the fire under control and that the NPA tug boat was no longer required and all crew were reported to be safe on-board with no injuries reported."

One of the NSRI boats remained on scene to lend assistance if required while other vessels returned to port or continued their voyages. Crew on board the MSC Chaneca, having extinguished the fire, opened hatches to allow smoke to escape, after which the NPA released the remaining NSRI boat to return to base.

The salvage vessel Smit Amandla had meanwhile sailed from Cape Town and was expected on scene during the early hours of Sunday morning. The extent of damage on board the ship is not known but is not thought to have been serious as a subsequent report from the NSRI indicated the ship was continuing her journey to Angola.

Further along the west coast, in the Angolan port of Namibe the Ocean Africa Container Lines (OACL) container ship Umgeni is reported to have lost a crane which collapsed across the vessel’s deck. It is not known whether there were any injuries.

OACL’s problems didn’t end there. On the opposite side of the continent another of their container ships, Border has reportedly run aground in the approaches to Beira harbour. Attempts to obtain details from OACL at the weekend were unsuccessful. Source: ports.co.za

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Talks with pirates over hijacked Sakhalin-bound tugboat continue

Talks with pirates who seized a tugboat carrying a Russian-British-Irish crew off the coast of Somalia coast two weeks ago are continuing, a spokesman for the Danish owner said on Monday.
The Svitzer Korsakov vessel, intended for use in the Sakhalin II oil and gas project led by Russian energy giant Gazprom, was seized in the early afternoon of February 1 during a voyage from St. Petersburg to Russia's Far Eastern island of Sakhalin via Singapore.

"A British company with experience of resolving such conflicts is continuing talks with the pirates," said Andrus Tamm.

"We hope that the situation will be settled in the near future and the vessel and its crew will be able to make their way to Sakhalin," he continued, also commenting that the pirates had made their financial demands clear. He did not give details, however.

The captain of the six-man crew is British. Another four crew members are from Russia and the ship's engineer is Irish. All of the crew members remain on board the vessel, and are reportedly in good health, Tamm added.

The Danish company that owns the tugboat - Svitzer Wijsmuller Sakhalin Ltd. - has been contracted by Sakhalin Energy to transport ships to the Russian Far East.

Pirate attacks are a common occurrence off Somalia's coast, and in the past several vessels carrying United Nations aid to the country have been targeted. Attackers usually seize cargo, money and other valuables, but rarely capture ships or crew members. Source: indianmuslims.info

Pak police arrested 11 Indian fishermen
Pakistan arrested 11 Indian fishermen and seized their two boats for allegedly fishing in its territorial waters.

A police official said that the country's Maritime Security Agency, which apprehended the fishermen off the main port city of Karachi on the Arabian Sea coast, handed them over to the police station here for further legal action.

Indian fishermen had been warned "time and again not to indulge in illegal fishing" but they repeatedly entered the zone to take advantage of rich fish resources at the mouth of the Indus delta, Maritime Security Agency official Mohammad Tariq said.

Last month, four incidents of Indian fishermen being caught in Pakistani waters had occurred in which 26 fishermen were arrested and sent to jail.

Scores of fishermen from both sides get arrested every year on the charges of illegally fishing in each other's waters.

However, India and Pakistan have recently initiated steps for the speedy release of the fishermen, who often languish in jail for months. Source: punjabnewsline

First picture of woman whose 'dream about a bomb' caused £1m evacuation of North Sea oil rig
This is the woman whose "dream" about a bomb sparked a major security alert on a North Sea oil platform yesterday.

Scores of workers were cleared from the platform in a £1million evacuation after Dana Rosu, 23, was overheard making comments about a bomb.

In one of the largest operations of its kind, the RAF, police and coastguard were scrambled to airlift 161 staff using eight helicopters and two fixed-wing aircraft. The six-hour operation took place 115 miles off the coast of Scotland. No bomb was found and an industry expert last night described the evacuation as "madness" and an "over-reaction".

There were reports that Ms Rosu, who worked as a caterer, had merely dreamed there was a bomb on the platform before making the claims. Last night, the 23-year-old, who is thought to have been sedated, was detained by the offshore installation manager - the most senior member of staff - and police were making arrangements to fly her to shore.

During the evacuation, 161 of the 539 staff on the Safe Scandinavia platform - an accommodation installation attached by a bridge to an oil rig in the Britannia field off the Aberdeen coast - were taken to safety.

Ministry of Defence bomb disposal experts had been placed on standby while police scoured the platform for evidence of an explosive device.

But officers decided by 2.30pm that there was nothing suspicious on board. The rig's owner, Britannia Operator Ltd, decided to evacuate the accommodation block - or "flotel" - at 9.15am yesterday. In a statement, the company said normal operations would restart as soon as possible.

"The down-man occurred following allegations by a worker on the Safe Scandinavia that there was a possible suspicious device on the flotel," it added. "A thorough search of the Safe Scandinavia has revealed nothing suspicious and it has now been deemed safe for workers to return to normal operations.

"The 161 workers who had been earlier flown to the neighbouring Alba and Armada platforms are now returning to the Safe Scandinavia." A Grampian Police spokesman said: "We can confirm we are investigating an alleged incident on a North Sea installation. Source: Daily Mail

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Union calls for manning shake up

Seafarers see the minimum safe manning rules as 'a joke' and a radical overhaul is required to ensure that they deal with the problems of fatigue and excessive workloads, Nautilus UK has warned.

Speaking at a seminar on manning levels organised by the Isle of Man Ship Registry, senior national secretary Paul Moloney said research by the Nautilus Federation had shown that more than one in five officers frequently or always work more than 91 hours a week.

Mr Moloney - who was among a series of key speakers at the seminar - said the membership survey had shown a consistent view that crew complements fail to relate to the actual operation of vessels.

'We need to define manning levels he stressed. 'Safe manning levels must be just that:

Mr Moloney said some companies had responded to the evidence of overload by appointing an extra third officer to deal with paperwork and administration. Other operators should follow this example, he said.

But, he added, the authorities also need to do more to deal with the serious health and safety risks presented by excessive hours at sea. 'There is random testing of seafarers for alcohol, why not random testing for fatigue?' he asked.

The Nautilus official told the seminar that the issue of manning levels could not be tackled without measures to address the growing global shortage of skilled officers.

He argued that the industry needs to do more to 'sell' seafaring careers to young people, emphasising the variety of employment opportunities at sea and ashore.

Improving levels of qualification, for instance through the foundation degree scheme, would also help to enhance the 'value added' by skilled seafarers and promote secure employment.

As well as boosting their training efforts, Mr Moloney suggested that employers will have to take a number of other measures to 'manage' the shortage of officers. The could include 'pyramid' manning structures, agreements with unions on manning models and guarantees of job security.

We need to see more employers engaging in better planning to deal with shortages, and talking to us about that he stressed. Whilst regulation is not always possible, Mr Moloney said there was a strong case for measures to protect the EU ferry sector through a framework in which competition can flourish whilst European maritime employment is protected.

By acting to prevent unfair competition from cut-price operators, Mr Moloney said the EU could help to create a 'sector of excellence' that would help to safeguard the European seafaring skills base. Source : Shiptalk

Lifeboat to be recovered overland

Attempts to refloat the Portrush lifeboat Katie Hannan have been abandoned because the 17m boat is too badly holed to be recovered by sea. The stricken craft, which has a 3m long by 10cm wide crack along the bottom of her hull, will now be removed overland.

Katie Hannan was left high and dry on Rathlin Island by a freak wave two weeks ago while trying to save the crew of a RIB that had got into difficulties. Coastguards rescued the RIB crew and also helped the lifeboat crew ashore.

A relief lifeboat has already been placed on station at Portrush, but it is reported that Katie Hannan may be damaged beyond repair.
James Bibby waves goodbye to Barrow

BARROW Lifeboat Station crew waved a fond farewell to the James Bibby as she set off on her final launch in Morecambe Bay.

The 21-year-old vessel is now set to join a relief patrol in Poole, and has been replaced with a £2.6m state-of-the-art Tamar-class boat. Crew members took the James Bibby on a final farewell journey from Barrow docks to the lifeboat station on Roa Island on Saturday morning, accompanied by the new boat and an inshore rescue boat.

On Sunday, five crew members steered her down to Conwy in Wales, before she was loaded on to a lorry to continue the rest of the journey to Poole. Barrow Lifeboat Station’s new Tamar boat, the Grace Dixon, is currently being repaired in Plymouth after she sustained damage in extremely bad weather while on her way to Roa Island in December. In the meantime the lifeboat crew are using a relief boat to get used to the bigger, more hi-tech craft.

Introduced to the Barrow RNLI fleet on August 19 1986, the James Bibby was responsible for saving 20 lives and rescuing 148 people. Many of the RNLI team have served on her since she came to the lifeboat station, and will miss the boat like an old friend.

Coxswain, Alex Moore, said: “The new boat is a lot more technologically advanced, but we are all going to miss the James Bibby. It’s the end of an era, but technology advances and speed is everything now.

“However James Bibby is still a damn good boat and she will be joining the relief fleet.”

As a member of the relief fleet, James Bibby will, potentially, operate at any of the RNLI lifeboat stations around the coast of Britain when the permanent station lifeboat is damaged or needs maintenance work carrying out on it.

She is expected to have another 20 years of service left in her. Shaun Charnley, second coxswain, has also served on the James Bibby since she came to Barrow.

He said: “The James Bibby takes a lot of beating. She was originally designed with a 25-year shelf life but after being re-fitted every five years there’s still a lot of good use in the hull. The James Bibby was ahead of her time.”

The new 30 tonne Tamar-class boat, is capable of reaching a speed of 25 knots, and is powered by two 1,000 horse power diesel engines. The new boat dwarfs the 20 tonne James Bibby, which has a maximum speed of 17 knots.

However, speed is not the only advantage enjoyed by the Tamar-class boats. They have also been designed with the comfort and safety of the crew in mind. Everything on-board is controlled by a computer, with a monitor for each crew
member. This means that the lifeboat crew can remain strapped into their seats during journeys on rough seas, preventing injuries. On-board closed circuit television cameras also allow the crew to monitor each section of the boat from their seats.

The Tamar boat can comfortably carry 12 casualties or rescued people plus its regular crew, and more if necessary.

The crew is hoping that the Grace Dixon will be repaired and back at the newly-refurbished lifeboat station by September.

Spokesman for Barrow Lifeboat Station, John Falvey, said: “The new boat is a fantastic asset to the lifeboat station but I would like to stress that every single penny of the £2.6m is from donations and money raised, we don't get any government funding.

“If people would like to help out with donations or fundraising, they can go to the website www.rnli.org.uk or drop into the lifeboat station and speak to someone here.” Source: North West Evening mail

**Oil removed from stricken ferry**

Salvors have started removing oil from fuel tanks of the stricken Riverdance ferry which ran aground at Blackpool.

The oil is being discharged from holes drilled into the hull, before being taken away in a tanker. Salvors have also been repairing damage to the hull which should stop water getting in and help efforts to stabilise the ship, HM Coastguard said.

A spokesman repeated warnings for people to stay out of the 400m exclusion zone while the work is done.

The Riverdance had been heading from Warrenpoint, County Down, to Heysham, Lancashire, when she was hit by a freak wave. Twenty-three people were lifted to safety, including 19 crew and four passengers, on 31 January.

Monitoring equipment has been placed around the ship, which is listing at about 60 degrees, to provide information on her stability. After the fuel is removed, salvors hope to stabilise the vessel and control her list before beginning the refloating operation.

A spokesman for the Maritime and Coastguard Agency said the operation was proving "extremely difficult and dangerous" because of the vessel's list. Hugh Shaw, Secretary of State's Representative for Maritime Intervention and Salvage (SOSREP), said he was happy with the progress of removing the oil.

"An exclusion zone is still in place around the vessel and I would ask members of the public to respect this regulation as it is in the interests of public safety," he said. "Anyone breaching the zone will face prosecution.

"Salvors are working in extremely difficult conditions and I would ask that people give them the space they need to bring the operation to a successful conclusion."

The Riverdance is beached at Cleveleys, Blackpool, and has proved a popular attraction for onlookers. The operation to remove her fuel oil is expected to take five days.

**Louis draws fresh fire**

Owner of sunken Sea Diamond will have its assets impounded if it fails to raise the wreck and mop up pollution, Greece says. Greece has threatened Louis Hellenic with legal action if it fails to raise the wreck of the Sea Diamond and clear up pollution from the sunken ship.

Deputy merchant marine minister, Panayiotis Kammenos, says Greece will impound the Cypriot owner’s assets if it is unwilling to follow orders. Greece wants sunken cruise ship owners to pay for cleanup
Greece will take legal action to force the Cyprus-based owners of a sunken cruise ship near the Greek island of Santorini to pay for pollution cleanup and raise the wreck, the merchant marine ministry said Tuesday.

"This issue tops our agenda until a solution can be found," Merchant Marine Minister George Voulgarakis said in a statement. The ministry and Santorini authorities will take "every legal measure" to drain the fuel and raise the wreck, the statement said.

The 143-metre (472-foot) Sea Diamond operated by Louis Hellenic Cruises (LHC) sank to a depth of 140 metres (450 feet) after hitting a reef in April. Two French tourists were killed. The company has so far paid to collect over 300 tonnes of fuel that seeped to the surface and insists there was no harm to the local environment.

But Greece says that "large sections" of the coast near the site were stricken with pollutants and has already imposed a 1.2-million-euro (1.7-million-dollar) fine on LHC, Cyprus's largest tourism and leisure firm.

LHC has warned that any attempt to salvage the ship risks dispersing the remaining fuel on board.

The Sea Diamond originally carried 480 tonnes of fuel. On Monday, deputy merchant marine minister Panos Kammenos warned the company with arrests and the impounding of assets after a meeting with the island's authorities, the Kathimerini daily said. He added that the ministry has proposals from companies offering to drain the fuel and raise the wreck.

"The equivalent of a city has sunk there and fuel is still rising to the surface," Santorini deputy mayor Antonis Sigalas told AFP. "Just the fuel will take between five and seven years to seep out, and who knows about the other chemicals on board," he said. Santorini's authorities have levelled a separate daily fine on LHC that now exceeds one million euros, Sigalas said.

The island's main docking area has steep underwater cliffs formed by a massive volcanic eruption 3,500 years ago, and warm temperatures in the caldera have kept the fuel from coalescing, the ministry said. LHC has blamed the accident on a mistake in local nautical charts.

Presenting its own hydrographic survey, the company said that the reef which the ship struck was further from shore and larger than estimated. The Sea Diamond's captain and five officers have been charged with negligence, breaching international shipping safety regulations and polluting the environment.

Photo: Wesley Bels ©
Aantal scheepsorders daalt snel
Het aantal bestellingen voor nieuwe schepen is sterk teruggelopen sinds de hoogdagen van de zomer 2007. Volgens specialisten ligt de oorzaak zowel bij de financiële crisis, waardoor de middelen schaarser zijn geworden, als bij de verwachte vertraging in de groei van de Chinese economie.

Het aantal orders, zowel voor containerschepen als drogebulkseven zijn drastisch teruggelopen in de jongste zes maanden. Vooral in de drogebulksector dreigt er overcapaciteit. Wat containerschepen betreft, zijn volgens AXS Alphaliner op dit ogenblik 190 schepen van meer dan 10.000 teu in bestelling en overwegen nog minstens drie operatoren de bouw van nieuwe reeks van 8 à 9 mega-containerschepen.

CASUALTY REPORTING
Disabled LNG carrier now under tow
The Unified Command at Coast Guard Sector Boston is continuing to monitor and assist the Liquefied Natural Gas tanker Catalunya Spirit, which lost propulsion and became disabled and adrift east of Cape Cod Monday morning.

Teekay Corporation, which operates the Catalunya Spirit, contracted four tugboats and three technical representatives to assist the tanker. The tugboats Freedom and Liberty arrived on scene with the tanker about 10 p.m., Monday. The Freedom placed the Catalunya Spirit under tow, stopping the tanker’s southeasterly movement, and is slowly heading west to a temporary offshore location, while conducting repairs.

The tug Iona McAllister is also on scene standing by. The salvage tug, Atlantic Salvor, is expected to arrive at 1 p.m., Tuesday to assist as necessary.

A Coast Guard marine inspector and two contracted technical representatives are on the Catalunya Spirit and an additional Coast Guard marine inspector is aboard the tug Liberty, which is on scene with the tanker. Today, an aircrew from Air Station Cape Cod is scheduled to transport a class society representative from Lloyds, and an additional technical representative, and additional Coast Guard personnel.

Though the vessel has not suffered any structural damage or released any substance, as part of the response plan, Coast Guard Sector Boston has notified the National Strike Team and is helping to coordinate salvage and pollution response assets. Additionally, the Coast Guard Cutter Escanaba is on scene.

The Maine Responder, the New Jersey Responder, and the Delaware Responder are en route to be available if needed. The Massachusetts Department of Environmental Protection is assisting in the unified command, which continues to ensure comprehensive measures are in place to minimize risk to the marine environment and public safety in the event of an incident. Source: MarineLog

Cement ship missing in Red Sea
A cargo ship loaded with cement has gone missing in the Red Sea while en route from Egypt to the Sudan.

The vessel, the Badr 1 departed from the Suez Canal last week Tuesday and was expected to arrive in Port Sudan later in the week. She had a crew of 14, including nine Egyptians, four Sudanese and a Yemeni. The ship’s master is Egyptian. Her cargo consisted of 1,700 tonnes of cement.

Rescue ships have combed the 1,300 mile route along Egyptian and Sudanese coastlines and have been joined by a search aircraft but no sign of the missing vessel has been reported. According to an Egyptian Foreign Ministry official no distress signals were received from the missing ship either.

Badr 1 was built in 1960 and is owned by Afro-Asia Shipping Co. Source: ports.co.za
NAVY NEWS

Uruguayan navy ship poised to take Venezuelan scientific expedition to Antarctica

Venezuelan scientists will depart on their first Antarctic expedition in an Uruguayan navy research ship under a proposal expected to be approved in Uruguay this week.

President Hugo Chavez introduced the scientists on his Sunday radio and television program, saying the 15 experts would embark shortly on the 45-day expedition.

The naval research vessel **Oyarvide** will leave Saturday if approved by Uruguayan legislators, who are expected to vote by midweek. Uruguay has a base in Antarctica, where the Chavez government also hopes to establish a research station. Uruguayan opponents charged that the ruling leftist Broad Front coalition would be overstepping political boundaries by allowing Venezuelans on what is essentially an Antarctic military mission.

"It sets a risky precedent when Venezuela tries to enter Antarctica on an Uruguayan navy ship when they could go there on their own ships," House deputy Javier Garcia charged. Aides to Uruguayan President Tabare Vazquez called the trip a mere gesture of friendship between two leftist allies.

The scientists will study a range of subjects, including the effects of climate change in Antarctica, Venezuelan Science and Technology Minister Hector Navarro said. "What we hope is to be able to build a base ... a permanent Venezuelan scientific station on the Antarctic continent," Navarro said on Chavez' program, where the scientists stood up one-by-one to introduce themselves.

Chavez, whose country is South America's top oil exporter, often speaks of the threat of global warming and blames heavy U.S. energy consumption as one of the main causes.

Antarctica is governed by the Antarctic Treaty System and designated as a natural reserve dedicated to peace and science. Research stations are operated by 28 nations on the continent and nearby islands. But no single nation has control over any section of the continent. **Source : Herald Tribune**

U.S. warship Nimitz makes port call in Sasebo

The U.S. Navy nuclear-powered aircraft carrier **USS Nimitz** made its first port call at Sasebo, Nagasaki Prefecture, on Monday. The 91,487-ton **Nimitz** is the ninth nuclear-powered aircraft carrier to stop at Sasebo port. The last such port call came in February last year and was made by the **USS Ronald Reagan**.

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The carrier, with a crew of about 4,800, is scheduled to be docked at the port in southwestern Japan city for five days to provide the crew with rest and recreation and replenish supplies.

Local labor organizations and other civic groups opposed to the vessel's visit staged rallies on some 20 boats and on land as the carrier entered port.

Rear Adm. Terry Blake, commander of the Nimitz Carrier Strike Group, said the vessel is making the port call to serve the security of the western Pacific Ocean.

While declining to say whether the vessel has nuclear arms aboard, he said he understands the sentiment of the Japanese people against such arms. The Nimitz, commissioned in 1975, left its home port in San Diego on Jan. 24, the U.S Navy said, adding that the vessel will operate in the western Pacific after leaving Sasebo, while the diesel-powered carrier USS Kitty Hawk, based in Yokosuka, Kanagawa Prefecture, undergoes scheduled maintenance.

Source: The Japan Times

India - INS Vikramaditya Hits Delay, Cost Increases

On January 20, 2004 India and Russia signed a deal to refurbish and convert the 40,000t Soviet/Russian Admiral Gorshkov into a full carrier by removing the guns, anti-shipping and anti-air missile launchers on the front deck, and replacing it with a full runway and ski jump, changing the boilers to diesel fuel, enlarging and strengthening the rear aircraft elevator, and many other modifications. The announced delivery date for INS Vikramaditya was August 2008 – an ambitious schedule, but one that would allow the carrier to enter service in 2009, around the time as their light carrier/LHA INS Viraat (formerly HMS Hermes, last of the Centaur class) was scheduled to retire.

The Viraat’s retirement is now set for 2010-2012. India Defence reports that delivery of the Vikramaditya must be pushed back until 2010, however, due to cabling issues. As the Russians seek to evade the terms of their deal and negotiations drag on, however, some estimates are placing the ship’s in-service date even later.

Right now, there are 2 major concerns in India. One is that slipping timelines could leave India without a serviceable carrier. The other is the extent of the increases, especially if more are added once India has paid for most of the budgeted work and is deep into the commitment trap. Current estimates place the overall cost of the refit as high as $1.35 billion, but figures are not final and time/money tradeoffs may well lie ahead. The initial reports sparked...
controversy in India, but even the Ministry has now admitted their veracity. The buy has now become the subject of high level diplomacy – and an amusing recent rationale from the Russian.

Waiting for Gorshkov...

According to the 2004 press release, **INS Vikramaditya** was supposed to enter the Indian Navy in August 2008. That looks almost certain to fail, but India’s Ministry of Defence initially denied reports of delays. Then, in May 2007, Chief of Naval Staff Admiral Sureesh Mehta said the ships will be delivered:

”...by late 2008 or early 2009... Our officials, who are stationed at the spot, have said that the work is going on as per schedule and we can have a month long delay once the work is completed as that part of Russia is frozen for a long time.”

Later comments on this issue included this May 1, 2007 quote:

"The work is only three to four months behind schedule and we can expect the aircraft carrier to be delivered by late 2008 or early 2009"

Subsequent updates, however, have proven the critics correct, with even the Ministry admitting as much. Cost estimates and reports vary from $800 million plus at least $113 million, to $980 million plus at least $350 million. DID’s experience with Indian defense procurement issues is that figures mean little, beyond defining broad orders of magnitude. Transparency will eventually come, but deals with Russia mean that it will come only from pressure within India, and then only after all other alternatives have been exhausted. Reports until then are really a set of varyingly educated guesses.

That there is a real issue of both time and cost, however, can no longer be denied. February 2008 news reports are giving figures of up to 3-4 years before refurbishment and testing are complete, and the refurbished ship can join the fleet. This would place its in-service data at 2011-2012, which risks a gap with no serving carriers in the fleet if further delays occur or the **INS Viraat** retires slightly early.

Meanwhile, China is working hard to refurbish the 58,000t ex-Russian carrier **Varyag**, and some analysts believe the ship could be operational in a testing capacity by 2010. **Source : defenseindustrydaily**

**Navy Minehunters Train Off Gibraltar**

Two Royal Navy minehunters, **HMS Atherstone** and **HMS Chiddingfold**, have been taking advantage of Gibraltar’s mild winter to trial some advanced new equipment and hone their mine-hunting capabilities.

Both Hunt Class vessels have been fitted with Seafox, a replacement for the current Remote Controlled Mine Disposal System (RCMDS) which has been in service with the Royal Navy for 25 years.

Seafox uses small, unmanned underwater drones for the effective direct disposal of both ground and floating mines. The system offers the Royal Navy an advanced mine hunting and disposal capability with an integral automatic tracking system that allows for both inspection and destruction of underwater ordnance.

Seafox has successfully completed live trials with the Royal Navy off Gibraltar this week and the results of the trial will undergo review and analysis prior to its introduction into service with the RN, currently planned to take place later this year. Lieutenant Commander David Morgan, the Commanding Officer of HMS Atherstone said: "Gibraltar provides us with an ideal opportunity to conduct these trials under blue skies and with calm seas; my team has been working hard to make the most of the occasion."

HMS Atherstone’s mine clearance diving team have also been taking advantage of the balmy conditions to hone their skills. Leading Diver Adrian Morris, **HMS Atherstone's** dive team leader, said:

"My teams have been in the sea exercising every day... Out here, every day is a great diving day!"
The minehunter crews have been working alongside Gibraltar’s own resident Royal Navy squadron. Based in a purpose built headquarters, Gibraltar Squadron consists of two 16 metre Patrol launches and 3 Arctic 6.5 metre Rigid Inflatable Boats (RIBs), manned by a team of 19 personnel. Uniquely for the Royal Navy, the Squadron is permanently assigned to the Operational Command of Commander Joint Operations.

HMS Scimitar is one of Gibraltar Squadron’s two Patrol launches. The boat’s Commanding Officer, Lieutenant Greig Murray RN, said:

"The squadron’s role in Gibraltar is quite diverse: we’ve got two very manoeuvrable fast patrol boats with top speeds of 30 knots; we’re armed and we’re here to provide force protection for visiting warships and also to help with the security of the territorial waters in or around Gibraltar - whether that be for merchant vessels at anchor ... for visiting warships or any other military exercises that are going on in or around the Rock.

"Since 9/11 the role of the Gibraltar Squadron has changed dramatically. We’ve become a more overt presence on the Rock, i.e. we’re out on the water and making ourselves seen by the various people in and around Gibraltar as well as helping the Service police and the local police here to help with the security of the territorial waters."

Source : defencetalk.com

SHIPYARD NEWS

AHL starts construction of Jones Act tanker series

AHL Shipping Company (AHL) announced today that construction has commenced on the first vessel in a series of three 49,000 deadweight ton (DWT) Jones Act Chemical/Product Tankers. Construction commenced with steel cutting ceremonies at R&R Shipbuilding, Inc. (R&R) in Port Arthur, Texas just over seven months following the finalization of contracts and financing of the project in July 2007.

R&R is one of the primary shipyards involved in the construction of modules for the AHL vessels. R&R will further commence construction of the engine room power module for the first vessel on February 25, 2008, with Atlantic Marine Alabama set to begin construction of its hull modules on February 18, 2008.

According to AHL President Richard Horner, these vessels will set a new standard for Jones Act petroleum transportation with their state of the art diesel electric redundant propulsion system and their status as the first American-built tankers designed and constructed to meet the Common Structural Rules adopted by the International Association of Classification Societies. The vessel design is also suited for incorporation of dynamic positioning capabilities and operation in the emerging Gulf of Mexico shuttle tanker trade.

"This is an exciting time for AHL, our shipbuilding partners and the domestic tanker industry. We are pleased that the project is running on schedule and are grateful to our partners for their dedication to this important project", Horner said. Source : MarineLog

VT Halter Wins PSV Contracts

VT Halter Marine won a contract for the design and construction of two Platform Supply Vessels (PSV) for L&M Botruc Rental Inc. The contract is valued at between $45-$55m. Physical construction is scheduled to begin in the second quarter of 2008 with deliveries of the two vessels scheduled in 2010. Measuring 230 x 56 x 18-ft., the completed PSVs will be used to carry supplies, deck cargo, and drilling fluids used in the support of exploration and offshore production of energy sources. PSVs are highly automated and designed with sophisticated control and monitoring systems. Each vessel will be equipped with a DP-2 (Dynamic Position with redundancy) that will provide precise manoeuvring capability through the use of a special combination of thrusters that are equipped with controllable pitch propellers.
L&M Botruc Rental Inc operates one of the largest fleets of offshore maritime transportation vessels in the Gulf. It is one of the largest privately held supply boat companies and the sixth largest boat company on the Gulf Coast.

Source: MarineLink

**Daewoo Wins 5 Tanker Order**

Daewoo Shipbuilding & Marine Engineering Co. reportedly won $770m order from Oman to build five VLCCs, according to an AP report, to be completed for Oman Shipping by April 2012. 

Source: MarineLink

**Hyundai Heavy gets 1.28t won order for ships**

Hyundai Heavy Industries Co, the world’s largest shipbuilder, received a 1.28 trillion won ($1.92 billion) order from Europe for eight large-sized container vessels, its biggest contract in more than a year.

The ships, which can each carry more than 10,000 20-foot standard containers, will be delivered by April 30, 2012, the Ulsan, South Korea-based company said in a regulatory filing yesterday. It didn’t identify the buyer.

Shipyards in South Korea, the world’s biggest shipbuilding nation, are adding docks, extending existing ones and raising capacity of parts factories to work through almost four years of backlog.

Hyundai Heavy, which had orders for 333 vessels valued at US$35.1 billion in December, is building two new docks in South Korea and expanding its yards.

The company plans to deliver 101 vessels this year, 25 per cent more than in 2007, posting record profits and sales for a third year. The deliveries may help the company meet its target of a 16 per cent gain in revenue to a record 18.06 trillion won.

Hyundai Heavy plans to win a record US$26.8 billion in orders for vessels, offshore structures, plant constructions and other projects this year, 7 per cent more than a year earlier. Shipbuilding orders may drop about 8 per cent to US$14.5 billion.

The company’s single biggest contract, worth US$1.6 billion, was received in September 2006 from a unit of Abu Dhabi National Oil Co to build offshore oil production facilities.

Hyundai Heavy dropped 4.3 per cent to close at 333,500 won. The stock has more than doubled in the past 12 months, making it the second-biggest gainer among 50 top companies traded on South Korea’s Kospi index. – Source: Bloomberg

**New Shipyard in Gdansk**

ISD Polska, a subsidiary of Ukrainian steel manufacturer ISD Donbas, plans to invest $281 mln. to build a modern shipyard in Gdansk. Konstanty Litvinov, the company’s president, announced the plans during a meeting with shipyard employees. However, the project may be delayed due to ongoing talks with the European Commission (EC), reports Warsaw Business Journal.
The new shipyard would be constructed on Ostrow Island, located between the Vistula River and Kaszubski Canal and playing host to various industrial plants, including part of the existing shipyard. The site would employ the newest available technologies and would specialize in the construction of complicated vessels used for servicing oil rigs.

The plans envisage a compact shipyard, which would enable production in a smaller area and thus boost efficiency. The plant would aim to produce between 10 and 12 ships per year as well as steel constructions to supplement its offer and income. Source: SeaNews

**Dutch Firm to Build 3 Ships for Moroccan Navy**

Dutch shipbuilder Schelde Shipbuilding has agreed to build three SIGMA-class corvettes for the Moroccan navy, the Dutch daily Provinciaal Zeeuwse Krant reported on its Web site Feb. 9.

The new order is worth more than half a billion euros (over $73 million) and will mean five years of work for hundreds of extra employees at Schelde, the paper said.

Schelde Shipbuilding’s Web site said the corvettes “are equipped with a comprehensive combat and communication suit fitted on a spacious platform accommodating 80 people, a large helicopter deck and a twin-screw diesel propulsion.” The ships are “perfectly suited for maritime search and patrol operations,” they added. Source: defense news

**UK govt to back 35 mln stg upgrade of Rosyth dockyard for carriers - report**

The UK government will today approve a 35 mln stg upgrade of the Rosyth dockyard in Fife, Scotland, according to the Financial Times.

The investment will enable the yard to accommodate two new aircraft carriers due to be built for the Royal Navy by BAE Systems PLC (other-otc: BAESF.PK - news - people ) and VT Group PLC, with help from other firms including Rosyth’s owner Babcock International, the newspaper said.

The move is likely to be seen as a further signal of the government’s commitment to the 4 bln stg carrier project.

There had been fears that the Ministry of Defence (MoD) was considering delaying the scheme by up to 18 months because of budget cuts, which reportedly could total 15 bln stg over the next 10 years. Source: forbes.com

**ROUTE, PORTS & SERVICES**

Cruise industry backs wharf plan

Auckland’s booming cruise ship trade is being held back by lack of passenger terminal facilities, says the largest cruise line company to New Zealand.

"With a bit of investment, Queens Wharf could be a stunner,” said Ann Sherry, chief executive of Carnival Australia, which handles P&O, Cunard and Princess Cruises. She urged a speedy conclusion to plans to develop the central city wharf. Ports of Auckland confirmed yesterday it could sell Queens Wharf within two years. This would give time for development before the Rugby World Cup 2011 when it is expected at least three ships will be based at the port providing hotel accommodation.

Source: SeaNews
"Get going ... I think it's a great investment in tourism and a great investment in the city," said Ms Sherry, who is a former Westpac New Zealand chief executive.

She said Auckland was missing an opportunity to share in huge growth with the number of passengers coming into Auckland and New Zealand rising from 30,000 a year to nearly 120,000 in four years.

"That growth will now be constrained unless there are better terminal facilities," she said. "We could send two ships a day if we had somewhere to put them."

She said a better organised terminal could be in a big shed with the opportunity to put in shops on the wharf that would take people into the Britomart and improved downtown areas.

Retail added long-term commercial returns to a terminal, as was shown in Brisbane where a wharf development cost $10 million to $15 million.

This cruise season, 72 ships will visit Auckland, injecting $118 million into the local economy.

Ports of Auckland says its staff handle up to 6000 passengers in a day using the Princes Wharf terminal and as a back-up facility, Queens Wharf, which usually has non-containerised cargo and imported machinery and vehicles.

Ms Sherry said seeing the World War II sheds on Queens Wharf was a disappointing arrival experience for passengers. "You are basically tipped out between the cars and if it rains there no cover and if it's hot there's no shade."

Mayor John Banks said if the city council bought the 3ha wharf he would make sure it was developed in time for the World Cup.

"I fear we are going to lose the mega cruise ships and the huge business they bring to the city and to tourism," he said. "We must develop a capability for the big cruise boats to come to Auckland."

"We believe Queens Wharf could be the Golden Gate to the CBD Auckland and to New Zealand."

Views on developing Queens Wharf as a cruise ship and public facility are also being canvassed by the Government Urban and Economic Development Office.

Cabinet has asked the office to report back by next month on whether the Government should join local and regional stakeholders on the future of the waterfront redevelopment projects. The question of whether the Government should invest in the development is also posed.

A discussion paper put out by the office says the main risk of not urgently addressing known problems and capacity constraints is that the focus of cruise transfer activity might shift more strongly to Sydney or other Australian east coast ports.

The office says feedback received so far favours two proposals.

In one of them, Queens Wharf would be developed to accommodate cruise needs and minimal facilities put in place. Ports of Auckland would move its break-bulk and vehicle operations from the wharf.

The enhanced cruise facility would provide easier operations and improve the overall visitor experience.

The other favourite option is a more ambitious high-quality redevelopment that increases the overall amenity of the wharf for the wider public and could act as a powerful contributor to the wider waterfront/CBD developments. Source: NZHerald.co.uk
Samudera Orders Two

PT Samudera Indonesia reportedly entered into an agreement with STX Shipbuilding to buy a pair of bulk carriers for $97.6m, the Jakarta Post reported. Upon delivery, the vessels will be deployed on a time-charter contract and are expected to increase Samudera's capacity to meet the demand for bulk carrier services. Samudera currently operates 20 vessels. Source: MarineLink

NOL Profit Soars 44%

Neptune Orient Lines (NOL) reported a net profit for 2007 of $523 million, 44% higher than the result for 2006. The Group’s EBIT was $613 million, 53% higher than in 2006. For the fourth quarter of 2007 (4Q07), the company reported a net profit of $196 million (up 292%) and EBIT of $228 million (up 221%).

Revenue for the year was up 12% to a record $8.16 billion. Announcing the results in Singapore, NOL Group President and Chief Executive Officer, Dr Thomas Held, said: "At the start of 2007, we said NOL had a clear, unambiguous intention to grow profitably. We have delivered on that pledge."

“We have recorded significant growth in container volumes, succeeded in securing higher average unit revenues and adopted a rigorous, disciplined approach to the management of all aspects of our business. Our focus on cost leadership has paid off in a year in which our industry faced very significant pressure on costs, especially fuel.”

“We built excellent momentum in the fourth quarter, with Liner volumes rising 16% quarter-on-quarter and a significantly improved performance in Logistics, coupled with effective cost control across the board.”

In NOL’s Liner business, APL, revenue was up 15% year-on-year at $6.9 billion, and 26% higher for 4Q07, at $2 billion. 4Q07 average revenue per FEU of $2,865 was 11% higher than for the same period in 2006.

For the whole of 2007, APL carried record volumes of 2.4 million FEU (forty-foot equivalent unit). This was 12% more than in 2006, with particularly strong volume increases in the Intra-Asia trade lane. APL’s headhaul utilization in 2007 continued to be at a high average level of 96%.

The Liner unit reported EBIT for 2007 of $533 million, up 56% on 2006, and 4Q07 EBIT of $196 million, 256% higher than for 4Q06.

Dr Held said: "Our business model with its focus on yield, value-added services, high asset utilisation and cost management has again delivered a good financial performance.” NOL’s logistics unit, APL Logistics, recorded a 1% improvement in annual revenue at $1.3 billion, with 4Q07 up 6% at $381 million.

Logistics’ EBIT grew by 14% year-on-year to $57 million, with improved margins and continued cost management contributing to the positive increase. Quarter-on-quarter, EBIT improved by 90% to $19 million, with the EBIT margin for 4Q07 at 5%.

Dr Held said: “APL Logistics’ EBIT margins rank favorably in the logistics industry. Over the past year, we have made good progress in realigning our business model for logistics and focusing on our proven service strengths such as consolidation, deconsolidation and warehouse management.” Source: MarineLink

HEEREMA again awards contract to FAIRMOUNT

After the very successful tow of HERMOD to West Africa by FAIRMOUNT SUMMIT in September / October 2007, HEEREMA has again selected Fairmount for an important tow. This time it concerns the SSCV THIALF - one of the largest construction vessels in the world - which Fairmount will tow from Angola to Curacao around the end of March.
Land reclamation for new Doha airport completed

Land reclamation work for the New Doha International Airport (NDIA) project has been completed. On opening in 2010, the airport will be able to handle 24 million passengers a year.

Abdulaziz Mohamed Al Noaimi, Chairman of the NDIA Steering Committee and the Civil Aviation Authority (CAA), told delegates at the recent Airport Expansion Mideast Congress that satellite imagery had been used to track the progress of the land reclamation and that the work has now been completed.

Around 50 per cent of the airport site is on reclaimed land. Source: Dredging News Online
afgemeerd. "We hebben alles eruit gehaald wat we nodig hebben voor een uitruk. En daarna hebben we ons ingemeld bij de alarmcentrale", zegt KNRM’er Rein Snoek. En daarmee was de boot officieel in de vaart. En klaar voor de eerste uitruk.

Vanavond is de eerste oefenavond met de nieuwe Urker boot. Dan komt iemand van het KNRM-hoofdkantoor uit IJmuiden om een en ander uit te leggen. Echte bijscholing is niet nodig, ‘in de basis is het allemaal hetzelfde’.

Bron : Stentor


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**MAN Diesel gensets for SeaMetric TML ships**

SeaMetric International AS, Stavanger, Norway has chosen MAN Diesel gensets to power its innovative TML (Twin Marine Lifter) ships.

SeaMetric’s Twin Marine Lifter system is based on using two heavy lift vessels for installation and removal of very heavy objects like platform topside and jackets with weights up to 20,000 tonnes. The TML vessels will be capable of transporting very large construction sections, the world’s jack-up drill rig fleet and the majority of semi-submersible drilling rigs as well as topsides modules and other major loads.

In December 2007, Seametric ordered a package of 24 MAN Diesel marine generating sets type 8L27/38 for four TML vessels, while a subsequent MOU covers future identical gensets to power planned newbuildings.

The gensets ordered (six sets for each vessel) will power a diesel-electrical propulsion and positioning system with four thrusters. Two of the dynamically positioned (DP3 type) heavy transport vessels are 140 m long, with 40 m beam and have a dwt capacity of 25,000 tonnes, while two are 180 m long with same beam and have a dwt capacity of 35,000 tonnes. They will have accommodations for 41 persons, a helideck, and will be capable of submersion to -20 meters.
"By having a DP Class 3 heavy lift system and accommodation facilities, we will not be dependant on anchor handler vessels, tugs, daily helicopter shuttling and accommodation offshore, which will reduce the operational costs significantly," says Managing Director of SeaMetric International, Johan F. Andresen. "We will also be capable of secure operation in congested areas and above subsea pipelines. The flexibility of use of the base vessels in the heavy transport market will maximize our utilisation and therefore improve our potential profitability."

China's Liaohe Shipyard is scheduled to deliver the first vessels in the fourth quarter of 2009.

The gensets, which are of the classic MAN Diesel Holeby design with common baseframe for engine and alternator, will be supplied from the South Korean MAN Diesel licensee, STX Corporation during second and third quarter of 2009. The ships' genset package is specified as 6 x 8L27/38 -- in order to meet the special operating demands of each of the four newbuildings with accumulated genset outputs of 15,840 kW (21,500 BHP) mechanical power. Source: MarineLog

K LINE JOINS CRS ROUTE

JAPANESE carrier Kawasaki Kisen Kaisha (K Line) says it is joining the Central-China/Red Sea (CRS) Service presently operated by Hapag Lloyd (HL) and Wan Hai Lines (WHL).

A statement says: “Participating in this CRS service in addition to our existing RSS service demonstrates how strong K Line’s commitment is to provide high quality direct service to meet our customer demands and expected future traffic growth between China and Red Sea ports.”

According to K Line, the overall capacity and port rotation of CRS service remains the same with a total of 6 x 1200TEU type vessels and the first sailing of this new joint service will commence 20 February 2008 in Shanghai. Port rotation of the service is as follows: Shanghai – Ningbo – Hong Kong – Shekou – Singapore – Port Kelang – Jeddah – Aqabah – Hodeidah – Port Kelang – Singapore – Hong Kong – Shanghai Source: Maritime Global Net

Hamburg Sud Names New Ships

Early February Hamburg Sued named two new container ships, "Cap Pasley" in Brisbane and "Cap Palliser" in Tauranga.

The series includes five identical 1,819 TEU charter vessels owned by the Claus-Peter Offen shipping company that are to be deployed in the Hamburg Süd Group's liner service between Asia and Australia/New Zealand.

Technical data of the ships:

Capacity: 28,324 tdw, Container capacity: 1,819 TEU, Reefer container plugs: 462, Length overall: 186.00 m, Length between perpendiculars: 175.00 m, Breadth: 27.60 m, Draught max.: 11.30 m, Speed: 21.8 kn, Main engine output: 19,620 kW. Source: SeaNews
Tanjung Priok set for expansion

Seatrade Asia reports that the government in Indonesia plans to issue a tender for the expansion of the country's largest port, Tanjung Priok. "Construction of the first phase of Jakarta's port expansion is expected to start this year to be completed in 2011," Sea Transport Director General Effendy Batubara was quoted as saying.

The expansion will include the enlargement of a canal, deepening the port and the replacement of the breakwater in the West Gate of the port. Based on a study by Japan International Corp Agency (JICA), the expansion will require a budget of around US$108 million this year, said the report. Source: Dredging News Online

Griend krijgt drijvend huis

door Melita Lanting

De reddingpost Ouddorp van de KNRM heeft een drijvend botenhuis gekregen. Daarmee is een diepe wens van de reddingsploeg in vervulling gegaan. Het botenhuis is een tweedehandsje. Vroeger heeft het botenhuis dienst gedaan in Lauwersoog en afgelopen weekeinde is het door de reddingsboten van Ouddorp en Stellendam naar z'n nieuwe plekje gevaren in de insteekhaven van Ouddorp op het Grevelingenmeer. Binnenkort wordt dit botenhuis de thuisbasis van reddingboot 'de Griend'.

De boot van het reddingstation Ouddorp is nu nog gestationeerd in een loods aan de rand van het dorp. Zodra het alarm gaat wordt de boot met een trekker naar het water gesleept. Dat kan een actie op het Grevelingenmeer zijn, maar de Griend wordt ook wel ingezet op de Noordzee, als het gaat om een redding dicht onder de kust. Deze manier van werken kost echter tijd en is niet ideaal. Daarom krijgt het reddingstation binnen korte tijd de beschikking over een tweede boot.

Naast de Griend, die vast op het Grevelingenmeer komt te liggen, komt een nieuwe boot die vooral ingezet kan worden op de Noordzee. Dit schip komt weer op de trailer te staan in de loods. Het botenhuis is door de KNRM zelf bekostigd, de nieuwe reddingboot is geschonken door een privé-donateur van de KNRM. Bron: Provinciale Zeeuwse Krant

S Korea's Hanjin Shipping to Build Container Terminal in Spain

Hanjin Shipping Co. (KSE:000700), South Korea's leading shipper, said Monday that it plans to spend 55.3 million euros (US$80 million) on the construction of a container terminal in Spain in order to meet rising shipping demand in Europe.

The terminal in Algeciras, near Gibraltar, will open in July 2010, the shipping company said in a regulatory filing. The terminal will have three berths and be able to handle 1.5 million 20-foot standard containers a year, the company said.

With the planned terminal, Hanjin Shipping will have three terminals in the European region. The shipper already has a terminal in Antwerp, Belgium, and another terminal in Rotterdam, Netherlands, will be opened in September this year. Source: sg.biz.yahoo
FOSS MARITIME AND SIGNET MARITIME PARTNER TO MEET THEIR CUSTOMERS' NEEDS

Seattle-based Foss Maritime Company announced today that it will enter into an alliance with Houston-based Signet Maritime Corporation. As part of this alliance, Foss will add to its fleet of tanker escort and assist vessels by leasing two new advanced Z-drive 30 meter, 80 metric tonne (AZ 30/80) tug boats from Signet.

Foss officials said they decided to enter into the agreement with Signet both because of anticipated growth and to respond to the needs of its customer base. The first of the leased vessels will join the Foss fleet in February 2008, and the second in May 2008. As part of Foss' ongoing fleet development plan, one vessel is slated to be assigned to the North Puget Sound, and the second to one of the other West Coast ports Foss serves.

Both vessels have 6,610 BHP equaling a minimum 80 metric tons of bollard pull. The AZ 30/80 is a new high-performance tug design which was developed by Signet in concert with Robert Allan Ltd of Vancouver, B.C. for unique operational requirements, addressing functions of ship assist, escort, fire fighting, coastal towing and rig moves. The tugs are outfitted with state-of-the-art FFi 1 firefighting equipment, Markey hawser winches and a robust Schuyler fendering system.

Signet, in return, is leasing two Foss vessels: a conventional twin-screw tugboat for its contract towing work and a newly constructed Dolphin-class Z-drive harbor tug. Foss and Signet may exchange and lease other vessels to each other and engage in other fleet optimization activities in the future. The two companies, which have worked together on projects in the Gulf of Mexico for more than 20 years, are partnering by trading resources to ensure both companies maintain the right fleet mix for their customers’ needs, while maintaining flexibility to respond to new opportunities.

"The timing on this partnership couldn’t be better,” said Gary C. Faber, Foss President & COO. “Foss’ and Signet’s vessel needs were aligned and could be met with a trade. We have a long history of working cooperatively with Signet in the Gulf and this is the next step in the evolution of that relationship.”

“Partnering with Foss, a company that builds its own vessels, is an ideal situation for Signet. This way, as opportunities arise, we can respond quickly with new-construction vessels,” said J. Barry Snyder, Signet CEO & President. “The ability to remain nimble by leasing out vessels that are in high demand, and gaining vessels that are the right fit for the global needs of our customers works out very well for everyone.”
HAL’s AMSTERDAM was spotted in Melbourne
Photo : Jan de Jong ©

MOVEMENTS

Harm’s Taurus arrived with a Russian rig in the Eemshaven, in port the transport was assisted by Wagenborg tugs
Photo : Jan de Vreugt ©
Today’s wind (+68ft) 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 ROWAN GORILLA VII seen standing high at their legs at Keppel Verolme shipyard

Photo: Elmer Bosma ©
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